

RAB

353 125-

19-00-15
5.37-
19-00-15

Sept 11- ~~1862~~ 18.62.

Provisions On board Schooner A. Blake
One cask containing 3 bbls Flour from last voyage
Port wing first cask forward of Midships

Starboard wing Amidships cask Whale-line
Starboard wing first cask empty forward of Midships
Second cask forward. Sails
Amidships salt Beef & pork stowed together
One bbl pork & one Beef abaft. after hatch
18 bbls in all

Molasses port wing abaft after hatch

18:58

588

Remarks on board Ship

Saturday May 1: 18:58

Come in with light breeze from South & thick fog, steering to the North with all sail at 7 PM saw heavy body of pack ice to the NW at same time. A sail to the NE we bore down for the stranger at 8 spoke him it was the ship Cincinnati of Stonington Capt Williams she had taken nothing this cruise at 10 passed company and lay by at 7 AM hailed him again latter part increasing breeze some snow & thick fog we steered to the Eastward under easy sail so ends. Lat obs 56° 00 North
Long 153° 20 E.

Sunday May 2nd

begins with fresh breeze from NE. A thick fog & with all a snow storm we lay aback head to ESE the ice to the Westward middle part calm at 4 AM filled away to the North wind increasing from NW and very cold at 5 saw a sail to the Westward and a light stripe of ice at 8 tacked & bore up for the stranger at 8:30 lay aback at 9 spoke ship Walter Scot of Edgartown Collins master had taken nothing since leaving the Island at 10 AM saw the Cincinnati to the Westward so ends. Lat obs 56° 01
Long by Chron 153° 40 E.

Monday May 3rd

first part strong breeze from WNW and overcast ships head North under easy sail in company with the Walter Scot light field ice to the windward at 4 PM made sail wind moderating at 7 passed company middle part light air 3-4-5 calm at 6 light breeze from South we steered NW by N with all sail our late friend in sight to the Eastward & 2 sail to the SW so end no obs. Lat by guess 56° 30
Long 153° 30 East.

Tuesday May 4th

First part light breeze from South and good weather. At overcast we steering NW by N with all sail barometer at 29.9 tenths at 4 PM saw the ice stretching from SW to North saw 3 sail at 9 PM tacked too head to ESE at 1 AM was ship to SSE at 3-4 AM increasing breeze we took in sail as required at 7 hailed the ship Thomas Nye at 9 strong gail and snow storm barometer falling we closed reefed the topsails so ends. No obs. Barometer at 29.6 gail increasing.

7

Eliya Adams Ruben J Thomas master

Wednesday May 5th. at noon the wind shifted to the
SSW and moderated at 3 PM it began to blow on a
snow ship head by the wind SE under close reefed
topsails Barometer at 29° 6 tenths The Thomas Nye to the
SE and a stranger to the SW middle part Barometer
fell to 28° 9 tenths and it blew a hard gale we lay
too head to SE wind from SSW at 4 AM barometer
at 29° 3 tenths a gale moderating at 6 AM 29° 5 we
set the topsails close reefed & steered by the wind NW
saw several ships so ended Lat Obsn 56° 53' N
Long by Account 153° 31' E

Thursday May 6th

Beginning with strong wind from
SW and thick hazy weather ships head by the wind
NNW under close reefed topsails several ships in sight
at 4 PM saw the ice stretching along from SW to NE
at 8 PM veered ships to the Southward at 2 AM veered
again to the SE wind hailing to the Westward at daylight
saw the ice and plenty ships at 6 Barometer at 29° 5
wind increasing and dark cloudy weather at 7 AM
by 7:30 spoke our old friend the Cincinnati Capt Wel
she had seen nothing of late she reported seeing a Bark
yesterday a boyling that shewing that the whales are not all dead
yet Capt Williams with his white whiskers and Russian
Cap would be very apt to remind one of a polar Bear but
no disrespect to the old gentleman however for he is one
of the finest men in this sea at 9 AM Barometer at 29° 5
and falling at 10 wind halled to the south Barometer at 29° 5
at noon hard gale ships head up SE of ESE so ended
Lat Obsn 57° 14' N
Long 153° 10' E

Friday May 7th

first part hard gale from SSW
and a ruff sea we head to SE under close reefed mains
topsails Barometer at 29° 1 tenths the Cincinnati to the
Westward at 4 PM gale still increasing Barometer 29° 1
falling middle part hard gale and very heavy sea
at 6 AM Barometer 29° 2 tenths and rising gale decreas
ing at 7 set fore sail at 8 set fore & main topsails close
reefed ships head WNW wind SSW latter part quite
moderate shook the reefs out of the topsails & set the main
sail & sail to the SW Cincinnati to the South
at 11 saw the ice from WNW to NE at noon
Barometer at 29° 5 rising slowly the weather grows
better very fast so ended Lat Obsn 57° 23' N
Long by Chron 154° 25' E

My Journal in Ship Eliza Adams of New Bedford

Saturday May 8th

Come in with fresh breeze from SW and clear weather ships head by the wind WNW with all sail several strangers in sight to the SW and see ahead at 1 calm up with it and worked through it too the NW found it too be running nearly NE & SW it is very evident that this was a heavy load of ice before this last spell of blowy weather but it is open now very much and we see plenty clear water to the North of it there is quite a swell at present and the ship strikes the ice hard at 2 PM Barometer at 29.6 tenths wind very light we see the outlines of the Land to the North West of us at the distance of 80 miles at 3 PM hauled up & SE & sped out into clear water at 4 PM off for A Barque at 8 spoke the Warblet of New Bedford Capt Swain she had taken nothing since leaving the Island she had lost jib & flyle boom the last gail and the mate for one is willing to say with me that it was the hardest gail the crew had in this sea middle part light breeze & fine weather at 10 AM spoke the clipper Barque Silver Cloud of New Bedford Capt Coggeshall clear this season there is at present plenty ice the SW and land to the NW 50 miles so ends this day in company with the Silver Cloud Barometria at 29.7 tenths good weather

Lat obsin
Long Chrs

Sunday May 9th

This day begins with fresh breezes from the SW we steering to the NW in company with the Silver Cloud the ice stretching along from South to North West and the land to the Westward 50 miles at 3 PM spoke the ship Mosca of New Bedford she was in want of an Officer having left her mate at the Island of Rosatongo Capt Manchester was unwell and wanted a Navigator He obtained the consent of Capt Thomas for me to join this ship off I was willing and knowing as he Capt Thomas well did that I could get better pay than he could give me He was willing to give me up in order to help me along

It was hard for me to leave the Eliza Adams I had only belonged to her 6 weeks and had just got attached too they on board and I never passed so agreeable 6 weeks before in my life and I really believe the men on board were lauth to part with me but they all seemed to be glad that I could make more by the exchange such things are not often the cause Men are apt to want more and care less for others but there is not one man on board of that ship but wishes me well and all the good

In Ochotska Sea R. I. Thomas Master May 1858.

Luck that one can wish another

The ship *Elega Adams* now on her present voyage is owned by Edward C. Jones esq. of New Bedford, and Comanded by Rubin I. Thomas of the above named Place he is young in years but never the less in every respect Qualified for the Station that he holds his officers are all well meaning men and together with a good crew I think she is as well Pointed as any ship in this sea

May 10th I shook hands with my friends on board of the *E. I.* and with a heavy heart stepped over the side into the boat that was lying along side for the purpose of taken me on board of the *Morea* and when I pulled away from that ship I left a good home the *Morea* is 20 months from home and has taken 800 bbls of oil the Capt has been Accompanied by his wife & 2 children untill February last he left them at the Island of Koretongo as she was not very well And supposed this would be a bad place for her she is living with the only Missionary family on the Island His name is George Gill he has a wife and 5 children living on the Island And this together with Mrs Manchester & her 2 children make quite a family

From the day I came on board of this ship we up to the first of June we were continually in the ice but we worked through it after a while and got into Tesurisk Bay and the first thing then was to get a good harbor for the ship our bows being badly stove in by the ice we chose the North side of the bay for that and broke the ship out forward and fitted the boat the best way we could and since then we have been cruising all over the bay and only seen whales 3 times the bay is full of ships and but very few whales we have landed several times among the inhabitants and find them to be a very interesting people but more of them on the next page we have been trying to get to the Westward the last 7 days but the wind has been mostly from that quarter and foggy so that we make but very little head way the 27 of June we saw Jagg Island so called by the whale men and I think it rightly named we hardly been able to see the jibboom in 4 days but I hope the sun will shine on us some time or other at least so that we can get some oil or at least enough to enable me to pay my honest debts and if I did this I shall think my self a lucky fellow and call my self a fool to boot

The bay season has just begun I have aways taken more oil after August then before all of this month of June has been a blank too us But now for the Charters in the beginning of July

My Visit to doberostown while an officer on

Having ben honorable discharged from the ship
Elihu Adams command by Koubin & Thomas
In order to enter on board of ship Moscow, as an
Assistant Navigator too capt Manchistes I have negle-
cted my journal thinking the voyage not important
Enough to waste paper

but having an opportunity of
going to one of the settlements I have thought a
Description of it wold be read with interest by many
that have never known the manners and customs
of this singular race of people no matter can I
For a continuity say that can understand but very
Little of their Origin but the most I can make
of them is that they are more like a traveling
Race of a mixture of Russian and Indian than
Anything else the men are quite red while the
Women are generally much titter colored and have
Seen some of the women that were very fair
Too look upon with feathers as regales and
Skin as smooth as many of America's modern belles

The 21 of June 1858 was the time of my visit
To this town it is about 25 miles to the S E
of Tervis in the gulf of that main and has ben
visited by whale ships for the last 10 years as whales
Have been very numerous and great voyages
Have ben made But like all other whaling
ground it is failing

These people as I said before
Are neither Russian nor Indian tho there is now
And then a full blooded Russian to be found among
them they are catholick but have no priest here
The nearest priest is settled at Tervisk 25 miles dist
tho they have a small church and dwelling house
Attached to it for his accomodation when he pays
them a visit they are a very poor people living
Chiefly on hunting and fishing and on the other
hand they are honest industrious and free hearted

This is very plain as thoes that
Have wintered among them are willing to assert that
they killed these milking cows to feed them on when
if they had not ben among them they wold live on shot
Abundance rather than killed thayed cattle I am told by
One of the men that stayed here last winter that
The Russian merchants that come along in the winter
Bring with them Tea and calico the tea is sold
At 3 Dollars per pound and calico at 1 dollar per yard

Board ship *Prosea* of New Bedford June 1858.

These Merchants are allowed to come head from in land Town or from St Petersburg and sell to these poor People anything they chuse and put on as by a prize as they please taking in exchange if they have not got money the thing that they cost them money or a hard days hunt. And as many more hard days work to earn and get Reddy for their winter clothing but in order to have a little tea in the winter they give these things willingly in exchange and go poorly clad this is allowed by the imperial decree the emperor of Russia after having them for nearly every morsel they eat he does not appear hardly willing they should live at that tho. All that I saw at the settlement gave proof they were a happy people it appears that at this time of the year is the most busy time with them it is the fishing season they all turn too and catch as many fish as they can and then divide them among the whole town these fish what are not wanted for instant use are split and dried or salted the women all take an active part in curing the fish and this helps to make up their winter provisions together with the rabbit & fox and what deer they can kill they very often get a bear or wolf but more often lose a cow or horse by these wild beasts.

it is remarkable how quick these people have learned to speak English when our ships first came here it was hard to make them understand one word but now the most of the old folks can understand us and we make out to get along with their Lingo at enigrate enough to get something to eat it is always customary now days for boats while whaling in these bays to carry provisions enough to last 3 or 4 days that in case of bad weather and can't find the ship they can go on shore untill better weather and during these times they fall in with the settlements and those they are always sure to have a good place to sleep and have their victuals cooked for no sooner then you enter a house then the first question is have you any tea if so on goes the teakettle and what they have to cook either fish or fowl is welcome to you while you stay it is singular how these folks make tea and be such great lovers of it they will first make your tea and then begin to add water to it and keep drinking and pouring in water untill it is nothing but water they will then add another spoonfull of tea and continue to drink untill the meal is finished at the same time eating very sparingly and I must say they are the greatest tea drinkers that I fell in with for I have seen them drink tea 2 hours at a time the men on these parts are just as fond of Russia

Continued on board ship Moscu June 18.58.

As the women use of tea the first question of the men is Rum while that of the other sex is tea it is seldom they get Rum the merchants have so far to bring it and then charge such an exorbitant price that these poor people cannot afford to buy it at all times but in the whaling season they get it out of ships in small quantities and here what to them may be called a good time while it lasts.

The men that lived hard through the winter were my own countrymen that were left by ships last year or as Jack will have it took French leave. They say thinking that a good run on shore would be something nice but on the arrival of the first ships this year they appear to be willing again to take their sea tocks on board. For they tell me at times through the winter they have been 2 & 3 days without food a little milk wormed and a small bit of hard bread has served them for a whole day. I find by these men that a new law has been established here in regard to runaway seaman and this law is signed by the emperor of Russia that if any seaman is found after October among any of the settlements he is to be taken and sent by the first conveyance to the city of San to the governor. And if he is a deserter and cannot be taken by fair means too shoot him but not above his knees this seems to be a very good law to prevent men running away but how they will treat ship wrecked seaman remains to be found out. So I am sure the president would treat them well they seem to like the Americans very much and want them to settle among them but the Emperor and the Priests are afraid to have our people head thinking they will lose their subjects the difference between a free and a despotic government.

I had a good opportunity to notice the devotion of these subjects to their religion the first thing when they rise in the morning is to wash and dress the next is their morning thanks which is gone through with in the following manner he or she will stand up close they cross themselves by touching the forehead first then the left breast & then the right and when the hand falls too the heart they make ~~one~~ a very low bow this I noticed among the married woman to be repeated 3 times but the unmarried I did not see repeat but ~~once~~ twice and when one of these men goes into another house but I have seen as soon as he or she is inside the door the first thing is to cross and bow before speaking. He is then welcome and considered one of them. If this is neglected it is a shame since that he is some remarkable person or one of the aristocracy.

North East

Latitude off this place $59^{\circ}48'$ Longitude about $152^{\circ}10'$

Now for the dance and a description of the dancing and dancing they was got up more for our amusement than for the Fair daughters of this country for I will tell you they had a dance the night before and had had no sleep the last 2 days but before going on I will add that I believe these poor But in our people are strictly virtuous and the Mothers are very precise with their daughters such a thing as kissing one of these girls at any other time but at a dance would be treated with contempt but this on the other hand it the best part of the dance for no sooner is the singing over then up comes the powting lips of your favorites to be kissed And this I have seen repeated 3 times in 5 minutes and I can safely say the young Sikesizes run to enjoy it full as well as Jack or his master

and this is plain proof of it As all the music is depending on them and they can stop when they chuse and when they stop the waltz is up and then every one is intitled to a kiss

For the want of a fiddle or some other instrument the singing of the meadows is substituted And a very good substitute it is when the maids begins to sing then the men arise and grab the first girl the comes too and she is his partner for that dance But if the men are one way behind and stand in their Minors up jumps the young dand and gets hold of one she chooses and he must come out and during one of these city every one can go into the circle when ever they please all they have to do is fall into the circle and go round with the rest and sing it is fashionable in these dances for the gent to take the Lady by one hand while the other embraces her neck and waltz around the room keeping time to the music of their voices In the middle of one of their dances this is a time that has come too a full stop but continue the singing and repeat some words in their Language that the Devil could not understand But as this is all sung and spoken by the Fair ones I am inclined to think they are making some overtures to the men or something to that effect but Be that as it may it is very evident that is something very pleasing for no sooner then they have done speaking then away they go again around the with more animation then before and it appears to me that at the expiration of this dance the kisses are more numerous then at any other time I have known Jack to take 3 only when he in reality was only intitled to one but this is not noticed by the old folks as it is all included in the dance

Turn over

This Land is not properly layed down the coast

But if such liberties were to be taken every other time it would be spoken of very quick by the aged. No the greatest trust is put in the children by the parents And more then all the priest is feared more then old Jimmy Squire put himself

They have, now other belief in the world but what is told them by the priest and this is not only to their religion but I have never yet seen one of them that could read or write and this is in my opinion just what the imperon & pope want for so long as they are kept in ignorance the more Loyal they will be and the pope will be better able to extort more from this oppressed race

but there is one thing about these people they knew enough in the last struggle to keep at home and out of the way of the government officers And let the emperors and clergy fight their own battles And instance of this came under my eye 2 years ago in Mesure bay and English steam frigate anchored at night Of the town and the officers went on shore too get some Refreshment and at the same time to reconiter they Passed of as men from a different country from that they were at war with and bargained with the inhabitants for Deer and fish which, they the British officers would come for in the morning they intended to do and take it by force and distroy everything they could but heard they failed for on landing in the morning not a native was to be found nor a beast to be seen the poor hunters had packed up everything and decamped through the night

And in this instance the poor people ceased them Right these horridy sons of the sea castle & priest were not at war with the english and turks but their emperon was and they didnt think it rite to find them in provisions To enable them to fight their own countrymen they took now parte in the war only by force and I dont think they are the most harmless race that I ever became acquainted with such a thing as a boil among them is seldom known but their laws are very strict in on instance a man had stole a bull and killed and devored it with his party he was hunted down like a wild beast And finally had to be shot before being taken and as the snow had left so as to prevent the travel in Land to a government station he was left to run at large untill next winter when he will be taken Again Carried to the Caspian tried and if convicted Undoubtedly shot

Latitude is $59^{\circ}55'$ North Longitude $150^{\circ}10'$ East

And I candidly believe the poor Tongos stole the animal on the account of being hungry then everything else for it often happens when they are traveling that a cold spell of weather comes on and they are compelled to pitch their tents and form a temporary settlement until better weather will allow them to pass on their journey and they are very often put to the greatest straits for food they have been known to kill all their Deer and dogs to feed off and these deer are considered to be very valuable to them for they use them as the Arabs do the Cammole they both curve too side and carry baggage however their flesh is very good eating and the skin covers them with clothing

And I do not know of any animal that is covered with hair or fur but what his skin is converted by them into some kind of wearing apparel the out side dress of the mail and female are the same it is deer skin intermixed with furs of all colors the white fox and rabbit skin are sewed in in its place generally at the waist which gives the dress of the girls a very good appearance But for me and unsmooth seaman to attempt to give a correct description of the dress of these fair daughters of the Russian Empire would be quite as rational as looking for the Lord's prayer in a quina many log book but I will here add that while speaking of their dress we may consider ourselves out of the latitude of Peticobatz and coast the soft doe skins supplies them with under garments while the large reindeer hides them in boots & mittens and when you meet them in their winter dress it would be hard to distinguish them unless by the light graceful steps of the female

no doubt it would appear to many that have known me from childhood up to the present time very strange that I should attempt to write about these people but I have nearly written it for this purpose that I could read it myself 30 years to come if I should live so long I have not written it to establish my name as a Historian no as a romance to be thrown about the world as idle trash but I have penned it that I might read it over And over again years to come for I think I could never get tired of reading and bringing to mind the many pleasant hours spent with this noble race of people I say noble for they are really nature's nobles there is much more that could be said of the good qualities of this hardy race but I am not qualified for the task but a few words in favor of my countrymen that have been among these people off & on for the last 10 years I have never known an instance where they have mistreated them or given them a cause to complain and goes to prove their good intentions and feeling towards the American Republic the name given to the aboriginal Tongos

Continued on board ship Moscow July 18:58

They have a grate abhorance too eneything English French or Turkish and a good cause they have for it they had no say in the war nor it caais nor neather were they worried of it only by the English & French who fell on them una waz and destroyed all they cold come att i cannot find much more too write of the difereent classes in Berrish Bay For we are bound out having meet with good success in seeing whales we are now going to the Chantre Islands of BSW Bay about 300 miles too the SW of this and theys I am in hopes to see more of the manners and customs of the Russians & theys vessels

July the first is a wet rainy Day wind from SE and ship steering in for the Land it cannot be far off but thick weather prevents our seeing an object but a little way it is our intention too look into the bays all along the coast w/ whales Have often been found where they were not expected Too have been these probler whales are a verry curious fish The cow whale in particular I have seen them so close too the Rocks on this coast that it was really hard too tell them from the rock it self but in this case it is when it is verry bold watter they keep in shore untill disturbed and then make for deepe watter theys are far difereent from eney other whale in regard too this calf if the cow is harpored by the whaleman she will begin too swim and sound not toker the last foot to the calf and leave him too look out for himself if the calf is struck she seldom stays with it not so with sperm whale she will bring too around the calf and fight for it untill her last dying striggle and woo be too the boat that gets in the way of her ~~fight~~ jaws or flukes And the large bull whale have been known to bring too around the fast whale and fight untill the fatal lance has been buid deep in his vitals and he also becomes a prey too the whaleman I have known 14 whales of this species too be killed out of one shoal The right whale are Equilly fond of theys young they will fight and try too the boat away from it untill it dees and verry ofne happens that she receres her death wound in the Afteray The whale known as the California gray out does eney thing in respect to theys young these has been more men killed by these devile fish as they are callid then by all the other whales afloat the method adopted too ketch these whales is by chasing them untill the calf is tired out and then fastne too whichever comes by and if the calf is struck she brings

My Journal in ship Mosca of New Bedford

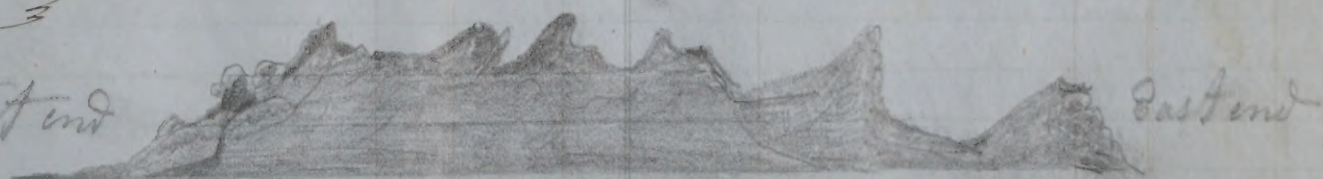
Too and gives battle and the only thing now is to get a chance to kill her it is almost impossible to get to the calf she forms a circle around it and bids defiance to everything to come near it the calf some times gets upon her and bothers her so that it gives the boat time to get up and kill her but she will stick to that calf until the blood is drained from her

When chasing these whales I have often seen them take the calf on their small a little fow and of this flock and carry them along for a quarter of a mile faster than a whale boat could pull with 5 oars

They are ritely called devle fish For next to the devle they are the hardest thing too concour that i ever got hold off this fish and the shark are 2 of my Greatest enemies I have been to sea 28 years and journey shark has never yet had hold of me and i in hapess he has forgotne me For at this time of life i do not think i wold like too have a hug with him but I well remember one of them 23 years ago trying to seap one of my ship mates And this he wold have shurely don had it not ben for a well directed blow with a cutting spade in the hand of the mate. Nearly cerved his head from his body we hauled the man in on deck measly dead with fright but found the shark had only bit him in the leg I wost these wounds wix quickley subd up and he got well in a few days he was at that time the best friend i had but his time was short for this world he went one more voyage in the ship Galeonda and at the termination of that voyage started on another in the ship William Rock but on the passage home in that ship while on the Mastengill trying to ketch a porpoise he was washed of and was never seen again the main of my friend was Henry B Corey He belonged in South Portsmouth in the Vigize of Apudanarum.

Saw the land today & a hy barren look it had we coasted along shoar in about 20 fathoms watter sent 2 boats in two look among the rocks but saw nothing wether of Remask took them up at 4 PM and steered of shore to the SE wind from SE dark cloudy weather through out the day the land here looks something like this it is all hill & valleys

West end



East end

bearing from WNW too NE by E 2 miles distance

More about the Ochotsk sea and the Russian

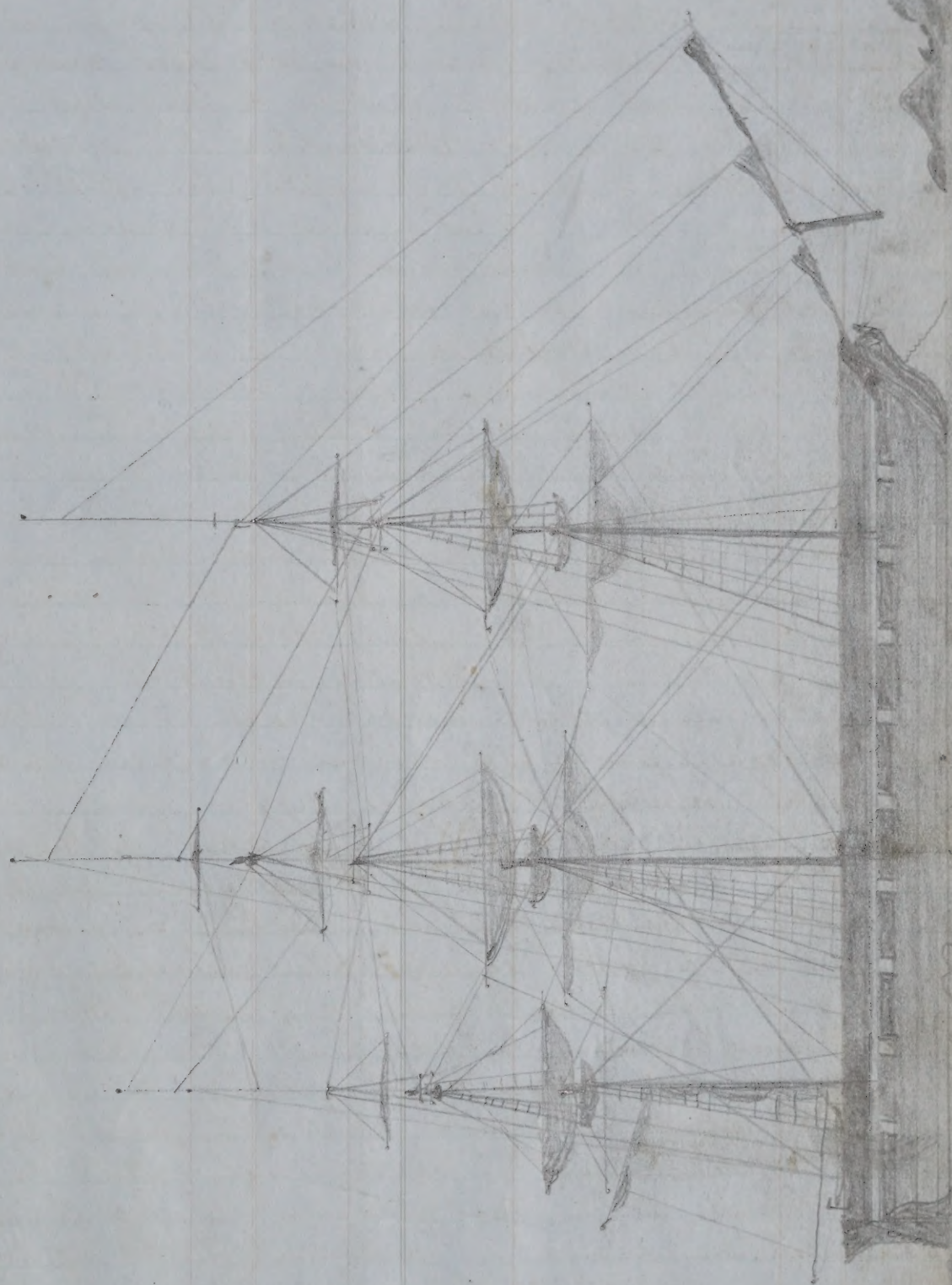
After taking up our boats we found the tide setting up too
The Eastward about this time the wind died away we let go
Our small kedge and used out 50 fathoms chain in 12 fathoms
of water 1 mile from the shore we cannot see the top of the
Land it is covered with fog but I notice the valleys are yet full
Of snow and this too the 1 day of July I cannot see any smoky
it appears too be all rock fronting the beach I cannot see any indica-
tion of a settlement hear about nor neither does it appear to me
that a poor bear could find enough to live on the latitude
of the land abreast of the ship is about $59^{\circ}10'$ North & Long $149^{\circ}05'$ East.
I cannot say that this is correct we have not seen the sun in 3 days
Consequently have had no observation we took out anchor at 8 PM
And stood to the SW at 8 in the morning put off with
2 boats to run along shore we saw 3 whales but they were
A going very quick to the Eastward

July the 2nd I landed today
At what had been a settlement I suppose this too be a small
Travelling party of hunters it appeared they had left a very
Short time before they left they a boat and some seal
Blubber which I suppose they intend to come for soon
As it will not keep long I pulled all of 12 miles too
The Westward and found the land more level and looked
Like good land I went up a small river about 2 miles
It was a beautiful stream and some nice looking land
On its banks we came on board at 5 PM the wind at this
Time was from South East but very light the tide was
taking the ship too the Eastward we brought up in
40 fathoms water 2 miles from the land with the best
Bower at 8 AM got underway and steered to the south
This must be where fog is made we have run 100 miles
Along shore and have not seen the top of the land

July 3rd at 2 PM the fog lifts
We saw the land too the SW very hi it appeared we
Saw a deep bay in too the NE a bizz way at anchor a
Bayling it looked to be a good place for whales I have
Tried on the next page too draw our ship out at anchor
And describe pretty thing I have made of it I have spoiled
A hole page and have made something that resembles a board
Aok or at least I should think so by the description I have read of it
However a good seaman could tell the difference between this
And a barn and that was as much as I expected when I began
My hands are rather more used too handling a marlin spike than
A pen or pencil

Our latitude is about $59^{\circ}00'$ N
and Longitude $148^{\circ}20'$ East

Empire while cruising about its shore in July 1858



More of My Journal in the Ship Prosea

July 4th

Thick cloudy weather with frequent fog squalls we have been steering along shore too the Westward but made very slow progress the wind is very light and our old ship is dull we have seen several whales but could not catch them saw one ship at anchor cutting in, 2 whales and I suppose that every man on board of her feels as well as every of our city bucks that are on Boston Common celebrating the 4th of July. And no doubt will feel far better the next day to come.

Latitude at noon obs'd $59^{\circ} 16'$

And I notice the land has looked much better than it has before farther too the Eastward it is more level and looks more like vegetation there is a plenty of beautiful groves of the Glacumatack growing all along the land it appears to be quite thickly settled along the sea shore and our people tell me they heard a bell ring that sounded far inland our 2 boat crew landed at a place where there was 2 families and were well cared for by these hardy sons of the sea coast & furist or in other words the Russian sable hunters. Lat obs'd $59^{\circ} 14'$ Long $143^{\circ} 40'$

Monday July 5th

Ship running down along shore to the Westward with light breeze from SE several whales in sight of both species the bohead & Muskil digger while running along shore today in my boat I saw what appeared to be a large city I went into a river and pulled up to it but what was my surprise when I found nothing but a very few dilapidated houses but never the less this is the famed city of Ochotsk there is no governor but the Priest seems to have full sway there is a very good church too judge by the exterior it has a very large dome and a steeple with 4 bells the first house I entered was that of the Priest it was conducted thither by a boy who was sent down to the boat for that purpose I found the Priest thither in person he welcomed me to his humble dwelling with all good faith I then saw his wife and 4 children and a very interesting family they were I had hardly got seated before on came the milk & tea they seemed to think without this there is no entertainment at all but what I thought most of was to see this Priest surrounded by his wife and family when I have always thought they were not allowed to marry the Priest himself was a very fair man with long hair coming down to his shoulders the wife was very light complexioned and was young for a graceful woman the children were very light and good looking and with all very pretty behaved.

Steering to the Westward along shore July 1858

The mouths of the river where out fishing I found they had taken a goodly supply of fish nearly every house was hung around with them split and drying for the winter use it is a beautiful river on which they catch the fish and they appeared to be very abundant. As they were jumping out in all directions from under my oars while pulling up the river the 18th standing on the station Bank facing the beach it is a very narrow neck of land and must be a dreary looking place in the winter.

If any one should ever attempt to read this I fear they will think me very much taken up with the fair sex of this country. But let them enjoy their own opinion I cannot finish writing about my visit today with saying that I saw some of the most beautiful woman that I ever saw in any of my travels.

Western head land

The land

Eastern head land



There is 2 outlets to the river one at the Western extremity & the other about half way between that and the city what a good draft than would make of this city I cannot say but I have scratched out what I saw and now as I look at it it does not look half bad. Enough I saw when I landed a spar about the size of a ship's topmast set into the ground and on the top of this a square piece of a hard substance like black tin on which was marked 18.15. There was also marked in some other words which I could not understand no matter cold I get any one to tell me what it meant or when it was put there but not being very curious to know what it meant I questioned the priest of its origin and all I could get out of him was that the Russian did not know nor the American could not tell I therefore came to the conclusion that it was of not much importance and let it go at that. I have said before that the first question put to me by the men on landing at the several places along the coast was for rum but I will not say that this was the case with the priest he after welcoming me to his abode he wanted to know the ship's name and that of the Master to this I wrote on a piece of paper in English. And he seemed to pronounce it very plain in his own country language he next asked me if we had any trade on board. And very particular to know if we had any Rum or Wine. He seemed to be afraid that I should not understand him when he spoke of Rum.

My Journal of the City of Akatsha 1858

But in this he was mistaken & understood him perfectly well. He went through with one of the old movements that would do credit to any of our modern juveniles this by placing his thumb to his lips and his little fingers a little crooked up & saying at the same time in plain English *Rum to this*. I answered that our ship was strictly a Temperance one and that we had not any on board. After hearing these questions put to me by a father of the Holy Order of Romanism the few lines occurred to me that I remember to have read 20 years ago they were as follows

Rum was made for no other use
Then to rule the nation
And now & then with liberty men
There is trouble & vexation

These lines I have every reason to believe was written by David Dody of Charlestown Mass in 1833

He was at that time in the ship Tobacco Plant of New Bedford and I believe he used to weight pieces for the Sailors Magazine

I cannot find anything more to weight about the famed City of Akatsha so I will end here and begin

Tuesday July 6th

Wind from SE & good weather ship heading to the NW land dist 7 miles 20 fathoms water hard bottom. Midnight light air and foggy at 8 AM calm & very foggy we brought up in 10 fathoms water soft sand with the dredge 2 boats away to the Eastward to look for God whales

I accompanied the Capt on shore today to the City for the purpose of trading for fish. We took on shore some bread to give them for their fish we took about 75 pounds of bread for which they were so minded we could have bought every fish in the City so lavish were they for an American bread for 2 cakes of bread that would weigh 12 pounds they would give you a large salmon that would weigh 6 pounds and seemed to think themselves well paid at that but we gave them 3 times as much as the sealers did. And it gave me great pleasure to see the smiling

In the ship *Protea* New Bedford Mass

Graces of these poor people as they walked up the bank of the river with their little bundle of bread

This is 3 classes I heard the aristocracy, the common class of Russian & the Tonguse but they are all summed up in a few words the noble class lives of the loose class and they all appear to live very happy together there is a Russian city without a governor next to the Peast there is a captain of Police & they appear to be the only functionaries there the Peast is one of the most jovial fellows that I ever met with he can joke laugh play the Banjo sing a good song & drink a glass of grog and in the middle of all this can sleep short and have one of the fair daughters of Russia come and confess to him and allow her to kiss his hand all of this I saw while enjoying his hospitality in his own house but no disrespect to him for he is a professor of the Greek church

The weather was bad at night And we had to stop on shore all night the wind was blowing hard from S.E. and as very heavy breakers on the Bar at the mouth of the river we were well accommodated by the forest with a room & bed for the night while our men were covered for else where we came onboard at 11 am at this time thick fog & rugged sandy

This brings Wednesday July 7th And light southerly wind and fog ship at anchor in 10 fathoms 4 miles South of Ochotsk City 2 boats away to the East latter part rain and thick weather we are waiting for the return of our boats the wind is now from E.S.E. and we can make a good course to the S.W. but our boats being away prevent us getting underway

Thursday July 8th & 9th Friday Strong S.E. wind and rain & fog ship at anchor 2 boats away but bad weather keeps them away the latter part of the 9th our boats returned they had killed a whale and anchored him 20 miles to the Eastward we got underway and worked towards the dead whale we could not make much headway the wind and tide being against us At midnight on the 9th we went with all our boats in order to tow the whale to the ship we succeeded in getting him within 2 miles of her we then got underway and went to him took him along side and began to cut out from 5 till 8 in the morning and finally finished we then got underway but soon found the swell of tide was leaving us on shore let go again and started the trawls all hands were kept on deck from 12 o'clock the 9th untill 7 AM on the 10th and then got

Chatham City July 18. 58.

Got breakfast and then all hands again to cut up
 the blubber they brought 2 boat crews 40 hours on
 deck without having any rest whatever the other
 2 boat crews had been away all night of the 9th and
 had to sleep in their boats and had been without water
 And this is most was bring it hard on men that had
 been without rest so long and this too on account of the
 mismanagement of our brutal Captain I cannot find
 any better name for him for he is neither man
 boy sailor mouse nor monkey but a combination
 of flesh & blood and stickup in shape of one of God's
 most noble works and has the audacity to wear men's
 clothes I have been on board of this ship 2 months
 And it has never appeared to me to be a whale ship
 During that time we have seen whales enough to haul
 at least 500 bbls of oil but by some excuse or other he
 has managed to keep the boat on the coast giving as
 a reason for this that there was no place to anchor
 the ship or that there was not men enough to work
 the ship when 2 boats were away if that was the case
 why did he come here knowing all these things before
 We have 29 men on board and when the 4 boats are
 man it leaves 5 on board but better to eliminate his
 excuses is as follows while running down the coast we
 saw at anchor in a bay a ship and being the bay was a
 Bayling and her boats & the ships boats were of after more
 While we saw one of the boats strike while we were passing
 then the Capt'n reasons for not trying to whale head was
 that those ships were drifted in there in the fog and were
 waiting for an wind to get out they will look very likely
 too whale man that they were waiting for a wind to get
 out when their boat was of chasing whales and at the same
 time a strong breeze blowing from the Northward but let
 this go for what it is worth we held our course to the
 Westward untill 11 AM when the breeze left us and a strong tide
 setting on shore we anchored in 15 fathoms of water at
 Daylight we found ourselves closed to a ship that
 was well employed in cutting in 2 whales and had 2 boats of
 chasing more the Capt'n gave orders to get the ship under
 weigh we did so with whales spouting all round us after
 the ship was underway he said that 2 boats could leave
 And at the same time by keeping 2 boats crews on board
 he thought he could work the ship

Now I want to ask every
 Rational Man what a whale ship is for head is a ship
 At anchor cutting 2 whales and boats of after more and
 whales spouting all round us what our ship why got

My Journal

Underweigh for when there was a good chance for whaling
 Does this look like whaling we kept on to the westward
 Until we came to Ochotok City and anchored sent 2
 Boats of to look for whales they went back to where
 The ship had come from and found plenty whales and
 killed one and anchored him 20 miles from the
 ship and was very hard to get the Capt to
 Let us go and take the whale

Took the ship but he finally said we might go we
 Started at 12 o'clock found the whale and took him
 In tow and at last got him along side cut him in
 got underweigh and stude out to see
 And bayled him out he made about
 100 lbs and we got him when we ought to be would
 have made 150 lbs this is our first whale and god knows
 I hope it is the last and I don't think that there is 24
 Out of the 29 men that wish the same

We have a good set of officers for whaling and a good
 Crew but the grand thing is lacking and is a Captain
 He is not fit to command men much more a ship
 I consider him a disgrace to the American Flag

This I have written in my state room after being put
 Off duty by this beast it is dark in my room and I cannot
 Hardly see what I am writing This Captain is the
 Sainin that was mate of this ship the voyage that
 Captain Pessady shot himself he then took charge of the
 ship and by having men with him that would not be
 Humbly he got a very good voyage and went home
 In the ship the Owners gave him the ship thinking he
 Had got the previous cargo but they got badly bit when
 They put their propile in his hands

Since his wife left
 His conduct has been worse than a brute so I am hated by
 Those that have been with him throughout the voyage
 At one time he lay heavily drunk 9 days and got so
 Bad that the Mate pumped the rum of the cask into
 The ship's hold the Capt during this time was telling the
 Mate to make a man of him the mate took a keg
 of wine out of his room and stood it away so that he
 Could not get at it he called the Mate and told him
 To bring that wine and put it alongside of him as
 It was nothing but the real juice and would hurt no
 One the mate did so and he swilled that down as long
 As it lasted and kept stupid drunk as long as he could

Remarks on board ship Mosca of New Bedford

But I will not attempt to spoil any more of this valuable Paper writing about this brute in human shape
 suffice to say that I am now of duty by order of the money
 swept his main is

Burien & Manchester

We finished loading the morning of Tuesday July 12th
 The ship is underway and God only knows where we are
 A going too it has been blowing hard the last 2 days from
 the Eastward with thick cloudy rainy weather

This book was given to me by Capt R. J. Thomas of the ship
 Eliza Adams for a much better purpose than I have put it too
 But be this as it may what I have written is true and I
 can testify to it before God & Man

As witness my hand on board ship Mosca
 July 13th 1858

Harvey R. Phillips

Wednesday July 14th

Ship heading to the SE with wind
 from NE and thick haze weather watch imployed
 Chasing up the deck & washing down we lost half of our
 Males Loan it dropped out while hoisting it in the latter
 Part of this day began to stow our oil in the fore hold day
 End with fine weather but no observations no weather do
 I know weather there is every one on deck that can get one
 The officers do not pretend to know anything about Navigation
 And the Capt is not much better off

Thursday July 15th

Wind from NE and fine weather ship head by the wind
 ESE all hands employed stowing down

I have before this remarked
 that I have been very lonely on board of this ship and if that were
 the cause when I was on duty with the rest what mite I be now
 of duty with no one to speak to as they are all at work but I
 would rather be as I am than be on deck during duty under
 A dusty puppy like this fool Manchester but a little aboince
 is to be made for him as he was born in hellburn woods and hardly
 if ever saw the inside of a school house

Latter part of this day light
 breeze from East and light fog ship heading to the North under
 easy sail they have been stowing down 24 hours and I don't know
 how much longer it will take to finish 100 bbls the work all goes
 Onward without a head so on Land to the North 30 miles
 No obsin

In the Sea off Ochotsk July 1858

Friday July 16th

All these 24 hours light breeze ^{from} South and light fog we started ENE with all sail at 3 PM saw the land ahead 7 miles at 5 PM sent in 2 boats to look for whales saw several got none at 7 boats come on board we came to anchor with the best bowed in 12 fathoms 2 miles from the land at 4 PM boats put up again to look for whales so ends

The Latitude of this place is $59^{\circ} 34'$ North
And Longitude of $144^{\circ} 40'$ East

Saturday July 17th 1858

Came in with light breeze from SE and hazy ships at anchor boats off for whales at 4 PM quite clear we saw one whale from the ship and our boats to the Eastward latter part foggy boats still away so ends

Sunday July 18th

Came in with light wind from South and light fog ships at anchor boats away and everything dull enough and not much to write about but in looking over the leaves of the English evangelist Magazine and missionary Chronicle I came across these lines and for fear of losing them I copied them here in hopes I could always keep them by me

The dying girl to her sister

1
I want to go home" was her dying request
To the home of the ransomed the dwelling of rest
A stranger & pilgrim no more would I roam
O sister dear sister I want to go home

2
See angels are waiting my soul to convey
From this dark dreary world to the bright realms of day
Let not your affection my spirit detain
For Christ is my saviour to die then is gain

3
The trifles of earth cannot lead me to stay
Its joys and its treasures must soon pass away
I am weary of all I am no longer would roam
O sister sweet sister I want to go home

4
For a time we must part but do not weep
My shrouding body my saviour will keep
Till it wakes in his likeness & joyfully rise
To praise him for ever at home in the skies

5
She smiled & turned gently as if to take rest
Like an innocent babe on its fond mother's breast
We gazed for a moment our dear one was gone
To the bosom of Jesus her spirit had flown

Sunday July 18 sea account
which is Saturday 17 civil comput-
tion of time 1858

No doubt many will say that this is delusion or the wild fancy of some poet but I for one think it impossible for any one to write such words without having some good cause to begin upon

With the exception of reading these lines I find nothing worthy of remark in my journal so I will end the 18 of July 1858

July 19 1858 at the City

Came from Tongus ~~camp~~ Citemment a dist of 15 miles from where I landed the day on which I landed I had a talk with the Captain he came to my room and asked me if I belonged to his ship to which I answered that I did He next accused me of using insulting language to him To this I said if I had I did not say He said I had said Untill I said I was sorry and with his forgiveness I would have to go on to the Belch I told him I was not sorry for anything but that he smite put me on the house and be damned he supposed I was going to be humble or he would not of said he would put me at shore but in this he was mistaken he then asked me into the boat with my Trunk and told Mr Gordon to land me some where He landed me at the mouth of a small river where some Tongus were fishing this was at night but I succeeded in getting a guide to conduct me to the Russian Citemment where I arrived after 2 hours travel I left my trunk & bedding behind not being able to bring it with me My ink I left and their for have to write with a pencil

My trunk came up today from the Tongus Citemment which puts me in possession of my ink horn The Russian at the house where I am stopping went for it and returned the same day which gives a good idea of a sailors traveling on land I came the distance in 20 hours he went and back again in 14 hours the weather has been bad ever since I have been here It seems appears to be made clear it will now appear that I have taken my land tack on Board for a while

This being Tuesday July 20th The weather throughout this day light fog & some rain I saw the ship in the offing and looked upon her as a floating prison the priest went on board of her and got a little bad bread for which he gave the Capt some deer skin It was very singular that the first thing the Priest told me when he came on shore was that the Capt of the Moscow was Negate Dobrad meaning no good and believe him for I never saw any one yet that said he was good or even possible I am writing in the house and over my head is fish hung up to dry and smoke This is also the dwelling house the family are all busily curing fish for now is the time they lay in their winter stock of provision notwithstanding the one house answers for a dwelling and fish house in the summer it is used for nothing but fish in the winter the men go out and catch the fish and then have no more to do with them the woman clean & cure them besides doing the rest of the house work I vend

City of Enen Russian Empire July 18. 58.

Wednesday July 21.

Begins with light southerly wind and rain weather warm just 1 year ago today since my leg was broken and i find it is not well yet but going better all the time i visited the Priest and took tea with him and lady and very much of a lady she appears to be she belongs as well as her husband to Pitrepolaska they have 6 children and by all appearance will not another very quick tho the youngest does not seem to be more than 4 months old

Latter part wind shifted to the Westward and brought with it clear pleasant weather i saw the woman today at work in the potatoes field they use no shovel no hoe but dig the earth with their hands and plant the potatoes and cover again with their hands they raise a few turneps and onions but they do not grow very large the season is too short for them to grow large & ends

Thursday July 22.

Fine weather the first part with variable wind, Latter part hard rain and plenty fish the fishermen have taken more fish this day than they have for the last week fish and milk are the standing commodities I don't think there is 10 pounds of bread or flour in the city tea & coffee are in like manner since i have drunk coffee & tea once in 5 days but the very best they have i am welcome too and they seem to be very sorry that they have not yet more to offer me they are truly a very poor but generous people but this place buty Cape Ann for children there is 5 or 6 in each family and they appear to be all about one size & ends

Friday July 23.

First of this day fresh breezes from the N.W. and light rain middle part fog latter part overcast with light rain the place seems deserted the men are all away fishing those that are able and the women employed curing fish and milking the cows which is done 3 or 4 times a day or whenever the cow comes in sight she is shure to be milked i counted around the house today 100 dogs the most of them tied up like horses and are used for the same purpose in winter they draw all the wood besides if the Russian wants to take a trip of 4 or 5 hundred miles 12 of these dogs are harnessed to one sled and away he goes they will accomplish this dist in 4 days & ends

City of Ennad Continued July 1858.

Saturday July 24th

Light wind from the West through the day and drizzly rain I went across the marsh today to pay a visit to the Pope I have to go every day or he thinks himself slighted He invited me to take Coffee with him which invitation I did not want rejected for I had not seen any coffee since I left the ship but once and I could not hardly call that Coffee for you could see bottom in 10 fathoms of it however it was the best they had and that is all I can expect

Quite a novel occurrence took place while I was in the priest's house today a woman and little boy came in now it is customary for every child at the age of 8 years to go directly to the priest and kiss his hand I set next to the door and the little yellow skinning me to be the priest came with his little cross and one laying in the palm of the other to take my hand and kiss it but of this honor I was not ambitious it was soon perceived by the mother who took him to the priest and a hearty laugh from the priest and wife on my expense settled the matter

Sunday 26th

Light southerly wind and rain I was to go to church today with the pope but I had a very bad head ache and in consequence stayed at home the pope paid me a visit in the afternoon and informed me that there was but 3 at church and ^{there} came for confession all the men in the place were out hunting or fishing this may prove sopeary what it really is a complete humbug but the peasants believe it and are happy

while rambling in the fields today I met 2 young ladies they were very polite to me they accosted me with ^{Fraser's} Captain which being put into good English would be how do you do Captain I answered them civilly in Russian and raised my hat & passed on they were out looking for wild onions which grow in great quantities in the fields and make a very good salad nothing more today

Monday July 27th

Come in with hard W & E gale and some rain which keeps every one at home this day I expect the Russians to arrive from Ochotsk that are to be my guides to Irkutsk I am in a hurry to get away in order to join my ship but still I shall leave this place with regret for I never was better treated by any one in my life

July 1858

Monday 27 continued

There cannot be a more generous people in this world. The house that I am stopping in has 6 members the old man is 90 years of age and is the father of 13 children 8 of them still living the mother is dead and the old man will not stand it much longer he appears to be nearly worn out and I cannot look at the old gentleman without thinking of the many hard times he has seen in the long life he has lived of 90th of a century I often wish I could talk with him but I cannot speak the Russian language he speaks English but I can understand enough to convince me that he has been in many a hard fought battle.

The gail becomes to increase as the sun goes down and begins to be a hard gail about 9 AM the wind hauled to the Eastward and brought more rain at midnt gail moderated and light rain so on.

And begins Tuesday July 28th

All this day the gail still blew with force tho it moderated a little at first the rain came down in torrents which makes everything dull in the morning I was told by the Russians that a large whale had drifted on shore below the city and I intended to go to him but rain kept me at home. The men nearly all went to him they took from him several large pieces of blubber and 3 gig' bones the blubber is eaten by them as voracious as a piece of pork would be devoured by a starving sailor tho this whale has been dead at least 5 days and broken down all gone nevertheless these Russians eat his blubber and think it a great rarity. The Pope himself went the distance of 3 miles paddling his boat the whole way and came back freighted with stinking whale blubber the latter part of the day the wind moderated a little but not the rain so on.

Wednesday July 29th

Strong gail from SE and rain throughout the day. The river banks are overflown and the water seems to increase whereas before this I have walked to the Priest's house I now have to go in a canoe this is their summer residence that of the winter being one mile farther back it is a low muddy place hardly fit for a pole cat to live in but these people think it a paradise I have stacked hear the fire of gun of Enear with the river and the land back of it there is many little Riverlets emptying into the main river.



City of Enear Continued

Thursday July 30th

First 12 hours strong N.E. gale and plenty rain every body
 At home and all busy at something the men take the time
 To put their nets in repair while the women beside
 Their household duty employ themselves making buckles
 Buckets boots & shoes for winter wear and garments of
 All kinds I got into one of this country boats today to go across
 The river and not withstanding I have become familiar with
 My own country boats for the last 25 years I found it very
 Hard to stand up or even set still in one of these but I
 Managed to get across the river without capsizing and
 Thought myself quite lucky my object in crossing the river
 Was to see the Iron taken from the whale that drove ashore
 2 days ago I found the 2 tail Irons which lately put into the
 Whale and no doubt caused his death on one of these Irons was
 Stamped the makers name J.D. and on the opposite side
 Was S. MILTON - on the same side I.X. There was also another
 Head with about 6 inches of the shank which it had broken
 Off of the old fashioned harpoon on which by scraping
 With my knife I found marked S.P. S. & R. the name
 Of E. or A. Mciver cut with marking Irons and how long this
 Harpoon had been in the whale is more than I can say
 But it must have been there a long time it was sawed
 Down to the likeness of a common pipe stem where it
 Was broken off and must had a great strain on it before
 It broke it was not through the blades and I had to scrape
 Very hard and long to get off the coating that time had caused
 To grow there before I could make out the marks and
 As near as I can come to it this iron belongs to the ship
 Duolao Star but she has not been in this sea in 3 years
 Before this season

The latter part of this day light wind
 From NW and sunshine so on

Friday July 31

First part light wind and good weather but sky overcast and
 Some heavy clouds hanging in the Western horizon latter part
 Wind hauled to NW and began to blow hard the men as usual began
 To get ready to go to the mouth of the river with their seines
 Which they did but soon returned as the westerly wind causes a very
 Heavy swell and makes it at the mouth of the river
 I begin to think I shall have to winter here for the time has
 Come by that the Russians which to be heard to guide me too
 Terrible but this is easily accounted for the great rain that
 We have had has prevented them from crossing the many rivers
 that they have to pass between here and Okhotska they travel
 All the way by the beach and have to pass 3 large rivers

My Journal Continued at Enos August 1858

An several smaller ones and as they expect ships at awhotk from the Amoor River no doubt they will stop for them as by these ships they get flour and tea which at Pousant they stand very much in need of these ships. As they are cauled by the russians are in reality what we call in America Sloops come from the Amoor river about twice a year with Provisions for which they charge the most exorbitant prices for only think ye the dear Lady of America of paying 3 dollars per pound for the powder Tea and $1\frac{1}{2}$ dolos per pound for sugar and the rice little some of 10 spanish dollars for 40 pounds of flour and Every think ely in proportion but i will say no more it is had enough as it is

Saturday August the First 1858

Begining with strong gail from NW and clear weather the fisherman went to the fish river as usual but found no fish the thick muddy watter that comes from the mountain has drove them all out to sea they tell me that the fish will return when the weather comes better and the river begins to run smother

The latter parte of the day thick fog and Wind veering to the South i watched this fog bank as to come Along from the Westward i first saw it beasing South at that time the wind was blowing hard from West and the sun shone brightly it came on very slowly untill its Eastern Head bore from me SSE at that time the wind shifted to the South and in 5 minots the City was covered with a dense fog this held on about 2 hours when it began to clear a little to the East and then around to South untill it finally cleared up all together so ends.

Sunday Aug 2nd

Come in with light air from the SW and light fog i employe rambling the fillos but donot find much to amuse me Everything diffire so much from my past life but as far as these people are concerned i cannot complain they try Every way in their power to make me as happy as Themselves they appear to be very glad to learn too speak English there is not one word that i utter but is cost at by them and then i have to explain it to them they by signs and gurgitations make me understand its meaning in Russian and by doing the same myself we manage to get along very well the little Girl in the house that is 8 years of age is learning me to Count 10 in Russian and i am to learn her in english which i find to be very good passtime she is a Beautifull creature Her name is Annulka in Russian Anne in English

Turn over

My Journal at the City of Enos August 1858

Sunday Aug 2 Continued

It is very strange to me that these people should be so simple I noticed one of the women of the house today had her hands very much bruised & cracked and having some mutton tallow in my trunk I thought it would do her hands some good I accordingly took it from my trunk and handed it to her and as I supposed made her understand what it was for but to my surprise a few moments after I saw her dipping it in water and rubbing away on her face as though she would scrub the skin off, thinking she had made a mistake I went up to her and asked her what she was doing when she broke into a loud laugh and told me my American Soap was not good I then respected to her what it was for and by rubbing some of it on my hand when a musceton had bitten me finally made her understand its use. They may be said to be ignorant of such things as this but they know enough to get along peaceably together and get a good Christian living.

I went to church today in order to notice the worship of these people but when I entered the building thinking I would find it filled with these followers of Christ but nearly broke out laughing when I found with the exception of the Pope and his student & bell singer that I was the only one left. I found it had no teaching so accordingly took my station nearly against the left wall in full view of a magnificent painting of the Emperor.

Nicholas and his son which I noticed were worshipped as much as the Saviour and these stood a few minutes when the younger priest began in a kind of a singing way to read in a large book which I afterwards found to be a Greek Bible and soon after a voice from the choir soon louder than the first spoke came singing in my ears and a door opened in the center of the partition and my friend the priest made his appearance talking very loud and bowing nearly to the ground while at the same time the bell singer was prostrate with his forehead & hands on the floor this was soon finished and the priest crossed himself before the Saviour and then the Emperor & his son he then lay aside all church business and came to me with his hand extended and a good morning Captain as was always his custom he then invited me to breakfast with him which I did knowing that by so doing I should get a good cup of coffee I spent a few hours with him and took my leave after promising to call again in the afternoon and nearly had to say that I would come and live with him. Altogether he is truly a noble hearted man but to look at him with his hair matted up behind his head and his red seaman's shirt and black handkerchief with a sailors knot in it any one would sooner take him to be a sailor than a priest. But more of this another time. So once.

The name of the Pope at Enear Alexander Ozhipust *

Monday Aug. 3rd

Come in with good weather a gentle breeze from sea board which is south my little friend beside me learning me to count in Russian I learned today by the pope that the Inhabitation of Enear numbered 295 at that there is a settlement of Tongue 7 miles to the Eastward that numbered 200 another N.W. from hear at the distance of 15 miles which numbered 190 these all come under his directions and ministry making in all 691 and for his services to these people he is allowed 8 hundred dollars per year from government which will just support him and that's all I am almost afraid that I shall forget how to count but by noting it head I can refer to it at any time so by having it in Russian and English I can easily make it out

American	Russian
1. One 2 two	1 was 2 devar
3. three 4 four	3 chade 4 chitide
5 five 6 six	5 peak 6 shish
7 seven 8 eight	7 chem 8 woshan
9 nine 10 ten	9 gavet 10 desfery

It will be seen by this that the Russian figures are made the same as in American but the pronunciation or sound different 6 shish sounds very much like our six 7 again chem sounds when spoken by the Russian like 7 seven in English I have been trying all day to get clear weather enough to get a drawing of the Church it stands about 1/4 of a mile from the house where I am stopping and the mist and fog together keeps it hid from view and the only chance I got was between the showers of rain when the thunder was rolling heavily in the East and seemed to shake the earth under my feet but I managed to get something like it or at least will answer as well as the Irishman's guidebook which showed where the road did not go



Well hear is what has taken me 2 hours to draw for the Church building at the City of Enear but of this book should fall into any other hands But mine they are at liberty to call it whatever they like This day ends with a thunder storm and rain the Russian Merchants have got within 12 miles of this City from Chotok And find the River so overflowed that they cannot pass them with their Horses so heavy laden we expect them By tomorrow * He is a native of Petropolska Kamtsatka

More about Unear the manners & Customs of the People

Tuesday Aug 4th

The beginning is like the end of the 3rd day with light air from the SE and rain the fog settled down on the low land which gives everything a dull look but the morning sun rose bright and clear and painted the East with its many beautiful colours the swallows and chip birds were jumping about on the grass and singing as tho it was the first morning in spring I got up earlier than common this morning and sailed out to take a look at the hi land and surrounding country the lofty Mountain Range back of the city was beautiful to look upon the valleys still covered with snow this too in August but it cannot be otherwise expected in this hi latitude of 60th North still this month is spoken of by the oldest inhabitant of the West in the year I looked into the potatoe fields and found they were going briskly the turneps were doing well they plant with their hands using nothing but the earth with but a very small shoule this is used by the women to dig the ground with before it is planted the rest of the work is done with the hand a small hole is made about the size of a tea cup and one potato put therein and covered up at the distance of 5 inches and the one is put in the same way untill about 5 are laid in a row then a dike is dug on each side of the row so as to secure the water from the earth this is the reason why they cannot raise more vegetables the land is frozen over so long in the summer that it takes nearly the whole season for the water to drain out of it I find by observing carefully that there is about 10 Acres of land under cultivation this seems strange too when we take into consideration how much the inhabitants stand in need of vegetables in their long winter but fish & milk seem to be the principle food here they devote more time to fishing than anything else.

Previous to this I have noticed the women going down to the beach on its arrival from the fish river and bringing up the fish by hand to the fish table where they were to be split & dried this I thought very hard for the women to walk 50 yards through mud & mire with 2 large salmon in each hand but it is customary and thought but little of here to day I saw the new plan or at least I saw to me one of the young men harnessed up 5 dogs and fastened them too one half of an old canoe about 12 feet long and loaded it with fish about 40 I should say the dogs drew it with all ease on the bare ground and seemed to take delight in drawing it about these dogs are kept tied up to keep them from running away and are calculated too draw all the drawing and sledding in the winter I am told by the Pope that he has been to Chhatka City a distance of one hundred miles with 12 of these dogs attached to a sled in 14 hours when the snow on the level was 10 feet deep and I have no reason to doubt it after seeing them drag the sled on bare ground with 3 lbs of water on it well it is night again so no more this day

My Journal August 1858 at Ennad

Wednesday Aug 5th

A fine pleasant day throughout a thing very remarkable in this region it seems like Sunday so still is everything around I can look out of the house and see every other one in the town or city as it is called here and not hardly a person is to be seen the women are all at work in the fish houses and the men away after more

In the afternoon everything seemed more brisk people were passing & re passing with their cheerful looks from their different tasks employment and many of them as I was afterwards told passed our house on purpose to get a glimpse of the American or Americansky as they call me here well thought I try then if what the world calls gossip shure enough when these civilized people wold go out of their own way to look at an uncut seaman that has stood the tempest in almost every sea for the last 29 years but I found after all it was not altogether my personal appearance they wished to scan as it ~~was~~ could not be expected by an indolent people for me to look well but these simple hearted people it seems are never tired of listening to the voice on gazing on the countenance of any one of my generous country men And by casual conversation with them I find they get relief if that Amercans are the only honest nation in the world

They are very inquisitive and anxious to know if Americans are catholics to which I answered Noo, these are Catholic in one sense they are a branch of the greece Church their customs are different in every respect from the spanish Portuguese or Irish Catholic And in my humble opinion were they to Abrogate entirely Labour on Sunday they wold appear to me more like christian people

I was informed today that 2 Alresian seaman were about 7 miles to the Eastward of this place in the town of Carazofka and was determined to go there and see them but I was saved this trouble by their making their appearance here about 4 PM they told me that they had deserted from the ship Walter Scott of Edgerton Capt Collins and that bad treatment was the cause of their leaving that they did not have enough to eat and was put about the deck like dogs they left the boats that they belonged too about 40 miles from land in what is called Big Whalman horse shoe bay and in getting loose they had travelled more than 200 miles having to go over hi mountains And walk around the head of the bays which are very numerous along this coast they had seen 4 days without food and were well used up when they came here I advised them to stop where they were until they could get on board of some ship and not to attempt to travel any further to the Westward for in so doing they mite go further and fair worse this was the best advice that I could give them for I new they were with good people that wold share the last food with them this ends the 5th

At Enear, August 18 58

Thursday Aug 6th

The Commencement of another good day and by the arrival of the caravan from Ochotka makes it quite a brisk one I expect to leave here in 2 days in sort for terrace the two Seamen that came here yesterday have given me theyer names as folow John A.W. Cowan Bangor, Maine and Charles Grant of Portland Maine they appear to be Active young men And too open hearted to cause any disturbance among theyr ships mates i for one with themwell in all theyr lawfull proceedings On paying my daley visit to the Pope i found he had been out hunting and brought in some very nice hethen which he had served up for dinner but this kinde of cooking does not suite me the fethers were picked of but not singed and they were roasted Entirely At all However i made a very good dinner on bread And Caffee washed down with good sweet milk quite a luxury for a sailor i heard from Ochotka city and from my old friend The priest the Russian merchant tells me he has been drunk the last 3 weeks and when he left the city the Pope was just getting sober as his rum was about all gone but it will take A few more crosses before the Devils of the Virgin on Sunday next to pardon all this and make him of good As ever in the Eyes of these deluded people this then is papery In its real form in my opinion a disgrace to every Nation that upholds it But enough of this

I was very much amused on seeing A young & beautifull girl of 16 sewing a pair of rawhide boots with an needle that our people use at home for sewing shirts with they were mens boots and she was trying away on them with All ease the tops of the boots are sawhide or cowhide not tanned And the soles is of seal skin also without tan the thread that is used is the sinnes of the Deed or horse hairs and these young daines will sew them together as easy as a linen shoemaker would with The All & waisted ends these boots are worn in the coldest weather And said to be a rather tight proof I had an introduction to the young Russian merchant today his name is Braggin And the Son of A very rich Merchant at the City of Eshegar the moste southean settlement in this sea whiere he is now going with trade from Ochotka i am informed by this young gentleman that the race of people are more mixed In Eshegar then eney other port on the coast the searal Russian seemy to predominate the ~~the~~ Casack comes next & then The Tonguse he further tells me that he performs the journey 2 or some times 3 times in a year from thence to Ochotka to get Indian tea & Caffee which cannot be found on eney other parte of the coast he speaks but very few words of my Country language and i but little of his but never theless we understand each other very well

1858

Today Aug 6th fine pleasant morning with light southerly
 wind the range of higher mountains stretching along from East
 to West are truly a grand sight with the valleys streaked with
 snow gives it a more picturesque appearance this is a place for
 one to gaze at the Almighty's wonderful works and I cannot look
 upon them without thinking how many are deprived of this
 privilege but a poor letter one is there for they can look here up too
 Nature's God I have ample time in my journey to try to notice
 many a grand sight but I am not capable of the task to write them
 so I will content myself with keeping my journal as usual
 And thank the Creator that enables me to do that
 My young Russian friend I find to be a very agreeable traveling
 companion he amuses me very much by trying to speak English he has
 such a funny way of expressing himself I am heartily glad to have
 so good a partner to cross these rugged mountains with he says that
 there is no regular road but they have to pick the way along
 As best they can but were it winter a different route would be
 taken as the distance would have to be made by dogs and these
 dogs can make a track in the snow where a horse cannot go and
 shorten the distance one half I find by the difference of Latitude &
 Longitude that these two places ~~are~~ ^{are} here from each other $E \frac{1}{2} S. W. N. S.$
 From Enns to Terrick $E. S.$ from Terrick to Enns $W. N. S.$ and distance
 195 miles but the route taken by these caravans makes the distance over
 a hundred miles it would be next to an impossibility for a horse to ascend or
 descend these mountains that are scaped over so easily by the dogs the
 road taken by the horses is round the sea shore while that of the dogs is the
 mountains we left the city of Enns at noon with the
 well wishes of all and for my part I think cannot
~~express my own feelings~~

Route from Enear to Terrish August 1858

It hard to leave these people i never was better treated in my life nor neather to expect to be by any outthere
 Our first days travel didnt amount to much owing
 To some new horses that had been bought at ochotka
 New sooners that the load was put on to them they wold
 Starte of oren and kick untel they had freed themselves
 Of their load and then it wold take an hour to load them
 Again and this was not all they wold fight with each other
 When ever they could get a chance we were near losing 2
 Of our best horses by this our course lay along the sea shore
 And 2 horses got to fighting one was packed and driven to
 The cesp thinking to get clear but the other one in after
 Him and they set too again like tigers there was quite
 A braker at the time and they were under water
 One half of the time the growling went in after them
 And by halling & pulling on their halters they made out
 To get them on dry land again i said pieces of flesh that
 They had lit out of eich outther as big as my hand
 The lozes were taken from the watters and everything in
 Them soaked with salt watter this took among the
 Next 5 Miles from enear the horses were unloaded
 And swam across a river 1/2 of a mile the luggage was taken
 In boats and carried to the town of husagofkas we incamped
 There and wated 2 days for the rest of our party to join
 Us it rained all the time that we stayed here this is a
 Small town with two thirds of the inhabetence
 Tonguse and the rest Russian or eucioe we left
 Near august 12th and began our journey with 57 horses
 And 16 Boles tho i cannot say that one of our party but
 Ever soe i was with him 20 days and never heard him speak
 However he was civil and that was all required of him
 This is little to be said in regard to our journey it was
 All up Mountain and down into valleys over rocks and
 Across rivers our average rate of traveling was about 20
 Miles per day but one day we went 40 Miles it was betwen
 2 Mountains wherin it was quite good going for the horses
 And we were short of food our guide said we must
 Push on to a small stream that he new off wher we
 Wold find plenty Salmon we did so and with a small
 Stick shapre at the end we fished out 36 large salmon
 We incamped here for the night and started again in
 The morning our horses fresh having feed on the best of
 Wild oats through the night while crossing a marsh. To
 Day we fillin with a couple of tongue girls that were
 Making berry that informed me that their house was 2 Miles
 From them and that they shuld go home at night we arrived
 At robery town the 8 of sept and the 10 joined my old ship again

On board of the Old Ship Again

41

Sept 16th 1858

Another remarkable day in my short life of 39 years just 25 years ago today I joined the ship Edward Quinell of Fall River Massachusetts for a whaling voyage to the Pacific and this day I again join my old ship the Eliza Adams of New Bedford after being away from her 13 month 2 months of which we served in the ship Mores. And those 2 months the most miserable that I ever passed in my life 1 month I had charge of a Russian ship of 3 hundred tons and made a voyage to the Amure River and back to Ochotsk City the remaining month I traded from Ochotsk to Tervish with horses and now find myself on board of my old ship again as much at home as ever we left Tervish by the 19 of Sept for the Chaiter Islands and made the big charter the 23 spoke the ship Lexington of Nantucket with 550 bbls the season

24 saw plenty whales struck & killed one but a hard NE gale coming on we was forced to let him go after working half the night with all sail off the ship trying to haul him to the ship we bent a small anchor to the line and let it go in hopes to find him when the gale should moderate but in this we were disappointed we saw no more of him.

The gale abated the 25th we saw some whales but didn't strike 26th saw plenty whales struck one & fasted the line at night took up the boat. Rocky point on the North shore NW 30 miles and Proctip SSE 25 miles Fickleshop WSW 20 miles - Big Chaiter plain in sight from SW to South.

27 saw some whales struck one drew the iron and he went off to keep company with the rest

28 strong wind saw plenty whales but didn't get one 29th saw 2 ships and a schooner & plenty whales but very wild spoke the Bowditch with 900 bbls season ~~for~~ at 4 PM fell in with one of our whales that we struck the 26 he had been dead about 48 hours we took him to the ship at 8 PM and let him lay till morning and then cut him in he made 135 bbls 30 bbls finished 2 Oct steed him in the main hatch loose hold

Chased whales nearly every day but they are very wild

Written on board ship Eliza Adams

From October 2 to the 10th saw a few whales they were
 killed we saw several ships among them the Delaware
 And Monteguma the former by Capt Kemwether & the
 the latter by Capt Thomas the M had 1300 bbls and
 the D 1100 bbls

On the 11 the weather began to look bad we
 stood in for Fittlesby with intent to make harbor while
 standing in we saw a dead whale took him along side &
 cut him in dropped the anchor to wait a tide we drifted
 with the whale alongside within one cables length of the
 rocks on the south head of the island but came off all
 right with a 50 bbl whale better off this shows that a mist
 is as good as a mile 12th too our anchor and hauled up for
 South bay where we came to in 7 fathoms water one cable
 length from the shore hauled out our oil stored it drew
 cleaned the ship and got all ready for sea

From the 12 to the 15th it has been bad weather with rain
 And snow the ship & Seaman have finished boyling and are
 now at work cleaning ship the tender to the ship is lying head
 to wind weather and a shift of wind she has very successful
 this season having taken 30 whales to the ship which have
 yielded 1300 bbls the E.L. Frost is 154 tons that being 26 tons more
 than the Caroline that has been used now 5 years as a tender
 for the India & Mesquias this vessel has taken in that time
 6000 bbls of oil she has been hauled up every season in October
 with an anchor on the bow and another on the quarter
 planted deep in the ground she is now hauled to them at
 the water and left to shift for herself the winter she has
 always been found about as she has been & left there some
 times the ice has left its mark on her sides this season
 when the crew went to get her up they found she had been
 boarded by some one and her sails cut to pieces and other
 things carried off this I think must have been done by the
 Portuguese and their more inclined countryman the Russian
 Caroline bay caulked so after the schooner will always be
 remembered by me for this season her whole crew lay busied
 between her anchors or where they have been pleased in the
 ground to make her fast through the winter the crew
 it will be remembered were left here by Capt Long
 the winter of 56 they belonged to the ship and after the
 whaling season was up they requested Capt Long to allow
 them to stay and take care of the schooner and say so
 saying they would save their money and be ready to
 join the ship when she got up next season this Capt
 Long consented to

My Journal an account of the Caroline

And gave them all the clothes they asked for and
Left plenty provisions and the best the ship afforded
But the ~~to~~ worst part is to be taken on the arrival of
The ship in June 1857. we found 3 out of the 4 dead
And the Carpenter a near rack of Bony 3 had been
Dead more than a month one lay upon deck covered
Over with a paste of mud and old fish and a blanket
I was in the Cabin the Carpenter died 4 days after
The boat got there 3 of the men lay in one grave
And the Carpenter in another beside them it is said
By the Carpenter that scurvy took hold of them first
And that it brought them so low they could not help
Them self these fish went out and they could not kindle
Them again besides they were short of water and
Had not strength to go for it and I am of the opinion
That the first death was caused by drinking pain killer
One man took an 2 ounce bottle at a draft when
Left by the ship they had 2 dogs one of which they
Had killed and eaten but after they they could not
Get the other dog to come near the vessel

The 3 Frenchmen died first the youngest about 18
years of age belonged to Paris his parents were wealthy
His mother was living in Havre the last accounts
The Carpenter was Irish and
Belonged to New Isl County Ireland
His name was Thomas Flin

The schooner Caroline is 105 tons Burthen and
Was purchased by Capt Long in 1851 for a tender
He made his first trip in her to the Behotsh sea
As tender to the ship India since which time
She has been employed as such ~~to~~ Williams &
Houess ships she is an American built vessel
And I believe was formerly called the Boston of Boston
She is well known at the Sandwich Islands having
Been employed as a Missonary Packet but whether
That paid or not is more than I can sell but it is
Very evident that her present employment has put
Into the hands of Williams and Harens & Co 150 000 dollars

On the West side of August bay in Latitud 54.25.08
And Longitude 136.55 East is the spot where the
Caroline has been hauled up the past 3 winters
And is called by Whalesmen Caroline bay

After the Schooner

Ship Eliza Adams of New Bedford

Ship Eliza Adams at south bay Fickhestop

1858
October 16.

At Anchor in South bay thick snow storm the ship Condor South Seaman And Itley in the bay Schooner E. L. Frost also all waiting for the weather to clear up in order to get to sea I have been informed by one from the Condor that a man was killed by a bear and partly devoured by him this shows that the bears will at times attack a man

Latter part strong N.E. gale and snow storm strained our chains fore the first time so that the ship swung to her Anchor head to the wind

Oct 17th. Thick snow storm and heavy N.E. gail ship at anchor with 70 fathoms cable in 7 fathoms water 2 cables length from the shore the hills & valleys look dreary and being covered with snow ice making on deck so end

Oct 18 begins with N.E. gail with snow and rain ship at anchor At 4 AM wind moderated at 5 clear weather At 6 man the windlass & hoist shot at 7 took and anchor made sail and steered out into the North passage between Big Channel And Fickhestop in company with S. Seaman & Condor the Schooner E. L. Frost stood out too the Westward of the Island so end

Oct 19th fresh breeze from North And good weather but cold ship heeling out the strait to the S.E. at 6 PM Calm too in 20 fathoms Head tide at 7 hove up again at 9 Calm brought up again in 22 fathoms at 12 Midnight took the anchor And stood N.E. latter part Calm Land dist 12 miles saw 7 sail so end

Oct 20. Calm water employed bending light sail 7 sail in sight all appear to be bound off at 8 PM took in 2 boat at 5 small bays from North middle and latter parts light air from N & East we have been carried to the SW by the tide about 12 miles notwithstanding we have steered East and most of the time under strange way so end.

Ship Eliza Adams of New Bedford

Thursday October 21. 1858

Come in with light variable wind and good weather at 3 PM tacked to the SE & 2 sail in sight to the NW watch employed unbending the cables & stowing them below lashing the anchors and making ready for hard weather at 4 PM the SE end of the Island of Proctip bore West 25 miles

Middle part as above at 10 PM spoke the Lexington she had latest red jibboom latter part fresh breeze from NE ships head ESE we filled the water tank with water from the fore hold 3 ships in sight as end Lat 54 41

Friday Oct 22.

Begin with increasing breeze from North and overcast with frequent snow squalls ships head by the wind ESE with all sail at 2 PM wind hauled to NW we steered E by S at 3 spoke Mary Francis Capt Round saw the John Wiley to the Westward at 5 PM saw the Land Cape Elizabeth middle part fresh breeze latter part light breeze from NW and clear pleasant weather we steered SE by E Cape in sight SW 35 miles so end Lat 53 40 Long 141 14

Saturday Oct 23

First part light breeze from NW and good weather steering SE with all sail 2 topmast & 2 tops gullion standing easy at Cape 40 miles WSW tacked a spar under the fore yard to strengthen it middle part calm latter part brisk breeze from East we saw some finbacks at noon ships head SE by E weather looks bad so end Lat 52 10 58 Long 144 04 E

Sunday Oct 24.

Come in with increasing breeze from East and overcast steering by the wind SSE at 4 PM wind began to haul to the North and broad on at 6 took in the light sails middle part fresh gale from N we steered SE by S closed reefed the tops very heavy sea running shipped a deal of water but came out of it & away well

Latter part more moderate but a very heavy cross sea from the eastward wind NW we made all sail so end Lat 51 30 Long 146 57 E

of The Kivile Selz October 1858

Monday Oct 25th

First part strong wind from NNE and thick cloudy weather and rough sea. Making ESE with all sail set. Middle part wind increasing shortened sail as required. Latter part fresh gale from North closed reefed the topsails & stowed the mainsail frequent squalls of rain throughout the day.

Barometer $29^{\circ} 4\frac{1}{2}$ shipping large at $8\frac{1}{2}$ so ending.

Lat $50^{\circ} 24'$ Long about $152^{\circ} 10'$

Tuesday Oct 26th

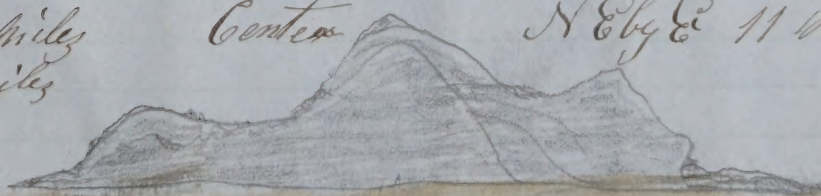
Fresh gale from North & reefed ship's head ESE. Under double reefed topsails going at $8\frac{1}{2}$ per hour every thing dark and cloudy but it is late in the season and we cannot expect good weather here but with a good ship like ours we have nothing to fear all we require is a good breeze & plenty of room.

at 5 PM Barometer $29^{\circ} 5$ tenths. Wind moderating a little and now N then a chase sky to the NNE at 9 PM hove too head to NE. Took in all sail leave the mainmast closed reefed at 12 Midnight wore ship to WSW at 2 AM gale began too moderate at 3 Barometer $29^{\circ} 6$ we kept of ESE at daylight saw the land the Island of Chirikof ENE 25 miles at 8 Barometer $29^{\circ} 8$ weather better & fast we made all sail and steered ESE for the North Passage at 10 Barometer $29^{\circ} 9$ tenths weather good with strong wind from NW we run too far to the South for the 50 passage so kept of Sky E to pass between Kharamamoutatan & Shishkatun at noon Island in sight the south end of Unicatan bore ESE 20 miles Kharamamoutatan E 25 miles so end with Barometer at $29^{\circ} 9$ good weather Course Sky ENE

Lat obs'd $49^{\circ} 23'$ North at noon
Long by Chron at 3 PM $154^{\circ} 20'$

NE by E 10 miles
Rock 2 miles

Center NE by E 11 miles Island



Ship Eliza Adams R^d Thomas Master

Passing the Kivile Islands Oct 27. Wednesday

Begins with fresh breeze from NW and passing cloudy but good weather Course S by E 1/2 E carrying all sail 2 Islands that forms the passage that we are to pass South point of the Southern Island E by S 15 miles at NE point of the Southern Island E by E 14 miles at 2 PM fine pleasant weather Barometer at 30 ship going large at 9 knots

Pharamamoutan

E by S 9 miles.



passage SE

At 3 PM mid passage at 4 calm again into the Pacific Ocean nearest land N by E 15 miles Course S by E watch employed tacking the anchors i have noticed heustopore in passing these islands in October that they were more or less covered with snow but now I cannot see anything like it at all and weather seems more like summer than the beginning of winter this makes the 7th time that i have left this sea and have taken out of it 12800 bbls of oil this season we have taken but 700 bbls but this is neather mismanagement or bad luck for what whales has been seen the ship has don the best of any ship in this sea we have been where whales have been before and grate voyages have been made but this season the whales were not this i think everyone from the boy up has tried his best for oil but neither of us might make a good scrub broom still we shall find it very hard to make a whale

at 5 PM Barometer 30.1 dark cloudy weather Wind NW nearest land North 25 miles mid passage Light wind at 4 PM wind hauled to SE at 5 hauled N by E again we steered E by S at 8 fresh breeze from North Course E by E latter part jumble breeze and good weather watch employed in various jobs Barometer 30.4 1/2 so end with 2 on the sick list

Variation 6 1/2° Eastely

Dist run 188 miles

Lat obsn 47° 37' N
Long per Chron 157° 40' E

October ~~December~~ 1858 Pacific Ocean

Thursday Oct 28.

Come in with light breeze from North to NW and
Overcast course E by S with all sail Barometer 30.1 ten
At 3 Pm took in the studding sails wind NNE veering
About 3 points each way saw one sulfer bottom whale
At 5 Pm Barometer at 30.2 tenth weather cloudy we
Have had a very heavy swell coming from East N. E. & S. E.
Squally middle part fresh breeze from NE steered by
The wind ESE latter part light air and at times
Calm we started water from fore hold & provisions
From aft at noon Barometer 30.2 and has stood at that
The last 17 hours so end Lat obsn $47^{\circ} 08'$ N
Dist run 68 miles Long by Course $158^{\circ} 25'$

Friday Oct 29th

Come in calm and good weather cloudy flying
In every direction and every appearance of a breeze
The swell holds on from SE Barometer 30.02 tenth
At 5 Pm light breeze from SE we stood to ESE with all
Sail middle part light variable wind and dark
Cloudy weather at 6 Am wind increasing with
Frequent squalls from South latter part
Fresh breeze at 9 Barometer 30.1 & falling the clouds
Seem to be tumbling in all directions as tho they were
Trying to get up a row at 10 double reefed the topsails
Wind blowing on and halling to the Eastward ships
Head by the wind N E by E Barometer falling gradually
At noon $29^{\circ} 7\frac{1}{2}$ tenth

I saw rather a novel sight this
Morning something in the shape of a spread Eagle or so
Caled by seamen but as this term would be a choke
For a Landman I will explain it more clearly it
Appears that one of our crew an Irishman by birth has
Been in the habit of reigning bulley in the forecabin or
At least so among the weaker party and last night
He got too pommiling the best man forward the man
Having just got over a fit of sickness for which
He was caled up by the Capt and asked what he
Don't for but failing to have an excuse or at least
A very poor one he was ordered to be seized up in
The Mizen riggen and the Captain rattled him
Down to the thine off one duggen he appeared to
Be well satisfied with this and promised not to
Fight again and this is caled making a spread Eagle
But I find this to be as rare bird for the last few
Years in the Pacific Ocean so end this day
Lat $47^{\circ} 44'$ N
Dist run 84 miles Long $161^{\circ} 15'$ E

My Journal in the Eliza Adams

Friday Oct 29th

Saturday Oct 30th

Beginning with strong wind from ESE and overcast ship standing
To S by the wind under double reefed topsails & courses
Barometer at 29° 9 tenths & falling slowly wind dead ahead &
Everybody down at the mouth but by jacks says what's the hoist
So long you'd apply let her slide we have plenty to eat & drink
And as much sleep as a ground tars but at 10 PM wind
Hauled to East were ship head to SSE middle part wind
Increased to a fresh gale here too head to SE under
Close reefed maintop & storm sails Barometer 29° 7 &
still falling at 7 AM strong gale and hard rain
Barometer 29° 4 at 10 moderate set the fore &
magn topsails closed, reefed day ends with fresh gale from
NE and a very heavy sea & rain storm Barometer 29° 4
On a stand Thermometer 64° in the cabin No obsn
Dist run ~~to~~ 66 miles Lat by Account 47° 35' North
Long ... 163° 10' East

Sunday Oct 31

Comes in with fresh gale from NE & rainy
Dark cloudy weather ship's head by the wind S by E
Under close reefed topsails Barometer 29° 4 tenths the
wind hauling to the north at 3 PM moderate set whole
topsails & courses, at 6 wind hauled to N W squared in
And steered E by S Barometer 29° 5 tenths & shod
thing that the flood gates of heaven had broke loose for
it has been raining for the last 20 hours at 9 PM squally
We double reefed the topsails middle part strong wind
from N W W and a very heavy head but sea and the ship
is picking and diving into it like a hill goat to a gate
Past at 5 AM Barometer stood at 29° 7 having raised
2 tenths through the night at 9 weather more settled
And wind shod from N W W out reefs & set maintop &
sail Barometer 29° 8 & raising this Barometer has proved
it self to be a very usefull article
this day ends with strong breeze from N W W
And heavy passing clouds

Lat by Account 47° 23' N

Long by Account 164° 16' E

Course ESE dist run 118 miles

Latitude by observation 47° 17' N
Long per Chronometer 164° 20' E

2881 - 41

1858 55

Bound to the Sandwich Islands November

Monday November The first.
Commences with fresh breeze from S.E. & puffing
Cloudy steering E.S.E. with all sail ship going at the
Rapid rate of 9 knots per hour Barometer 29° 9 at 4 PM
We saw quite a number of cowfish sporting around the
Bow and it is too me very surprising how these fish will
go past a ship so quick when the ship is going 12 knots I have
seen them come from as far as they could be astern and go by as
tho the ship was at anchor and this too without seeming
to exert themselves much and my humble opinion is that
these fish will go with all ease 30 miles and hence I think
they are a mixed breed of the blackfish & porpoise and I think
that they are found in all parts of the Ocean
Middle paste squally at 4 AM wind hauled to E.S.E. took
to S.E. barometer on a stand 30° latter past brisk breeze
Hauling to the South ship's head E.S.E. took in the
So ends Dist 126 miles Course East made good
No obsn Lat 47° 16' N
Long 168° 00' East.

Tuesday Nov 2nd
Begining with brisk breeze from S.E. by S. and overcast
Barometer 30° 2 tenth wind backing on shore and
Hauling to Southward ship's head E.S.E. light sail
In at 4 PM squally double reefed the masts wind
S.E. barometer 30° & falling at night fresh gail stood
Jib & mainsail barometer 29° 8' at 3 AM had rain
Wind S.E. ship's head E.S.E. barometer 29° 7. latter past
Gail increasing and plenty rain at noon closed reefed
Jib and storm sail Barometer 29° 4. wind S.E. sound
No obsn Lat by accoust 47° 50' N
Course E.S.E. Dist run 84 miles Long by time 169° 44' E

Wednesday Nov 3rd
Commence with fresh gail from S.E. and heavy
Rain dark cloudy weather and heavy weather
Ship's head East under double reefed closed reefed
Jib and storm sail Barometer stand 29° 4 tenth
The wind shifted suddenly to West and brought on strong
Gail weather cleared up and sun shined out bright
At 2 PM turned reef out fore & main masts and
steered E.S.E. ship going 9 knots middle paste gail more
drated a little we made all sail but it came on again with
the sun and blew harder then ever we doused our light masts
And double reefed the foremast Barometer 29° 3 So ends
Dist run 206 miles course S.E. by E
Lat obsn 45° 13' N
Long 172 58' E

North Pacific Ocean November

Thursday November 4th

Beginning with hard gale from WSW and a heavy sea
 The weather clear with the exception of a few passing clouds
 Ship running with whole main top sail fore sail & double
 Keel fore top sail Course ESE going at the rate of 9 1/2 knots
 Barometer 29° 2 at 2 PM heavy squall single reefed
 The main top sail and steeved by S in order to keep
 The ship before the sea at 6 PM Barometer 29° 5 tenths
 It is nearly a pleasure to be on board of this ship in such
 A gale as this she sends like a sea gull middle part
 As above latter part wind hauled a little to the
 North we steered ESE at 7 AM Barometer 29° 7 tenths
 Flare rose 2 tenths through the night the gale does
 not blow with quite so much fury and we have turned
 The reef out of the main top sail at 7 AM barometer 29° 8
 And raising slowly our pantry cast fire last night but
 No harm done as it was nipped in the bud at 10 AM set
 Top gallant sail so ends

Lat Obs'd 43° 21' N
 Long 177° 04' East

Dist run 216 Miles Course SE by E variation 14°

Friday Nov 5th

Fresh gale from West and frequent squalls
 Of wind and rain ship going at her top speed
 Under all sail Barometer 29° 9 tenths I believe
 I am the only man employed except the man at
 The wheel I have been fitting a mast coat for
 The mizen mast at midnight moderate breeze
 At 3 AM wind hauled to South latter part
 Light breeze from SE and overcast outlook for
 Weather so ends

Lat 42° 04' Long 179° 42'

Dist run 136 Miles

Friday Nov 5th

Came in with light breeze from SE & cloudy ship
 Head by the wind ESE at about 4 PM crossed
 The Meridian and in consequence of which we
 Drop the Eastern and keep the Western day from
 4 PM until 10 PM variable wind and weather at 10
 The wind shifted suddenly to West and in 15 minutes we
 Were going at the rate of 8 knots at midnight barometer
 29° 6 tenths at 8 AM 29° 7 at 10 29° 8 ship running
 With whole main top sail & double reefed fore &
 Fore sail latter part fresh gale and squally carried
 All sail so ends

Lat Obs'd 41° 01' N
 Long Obs'd 177° 26'

18:58 Ship Eliza Adams Toward S. by S.

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Saturday Nov 6th

Begining with fresh gail from WSW and clear
steering E by S with all sail Barometer 29° 6. mths
At 4 PM split foretoppsail middle parte squally
Latter parte moderate gail and passing clouds
We set the studdingsail and steered ESE lightened
The ship a little aft by working the store and
storing it between decks this looks like getting into
warm weather so ends Lat Obs'd 39° 54' N
Course S by E. Dist run 226 miles Long by Chro 173° 44' W

Sunday Nov 7th

Strong wind from WSW and fine weather
Ship going at 9 knots Course ESE. under all sail
Barometer 29° 9 the at 4 PM squally and rain wind more
erates a little our sick list holes but well the man that
fell from the deck into the lower hold the 17 of September
Last has done nothing since and about every day there is
one or the other complaining of cold or belly ache so that
by taking turns at it they make out to keep 3 or 4 some
times 4 below all the time there is one that complains of
rather a delicate disease that Jack would call the shy po but
there is know of them very dangerous they will not die untill
there time comes latter parte fresh breeze from NWS
Clear pleasant weather we steered E by S 1/2 S and carried all sail
Carpenters repairing an old boat & watch on an old
man the 4th sail so ends Lat Obs'd 37° 12' North
Course S by E dist run 178 miles Long by Chro 170° 45' West

Monday Nov 8th

Brisk breeze from WSW and good weather but few scattering
clouds we steering E by S 1/2 S and carrying all sail Barometer
At 4 PM 29° 8 mths employed repairing boats & sails the
weather going warm very fast middle parte squally
Latter parte strong breeze from West we steered ESE carpen
ter at work on the waste boat and watch at the sigger
Every thing going on brisk in order to get the ship ready
for port we have one more job to do and that is
to wash our board

i noticed a rainbow today that
stretched along from North to East the center was about
30° N there was a blue streak under the arc and all below
it was white clouds it was a grand sight
Sandy with the barometer 30° 00

Lat Obs'd 35° 22' North
Long 167° 28' West

North Pacific Ocean Nov 1858

Tuesday Nov 9th

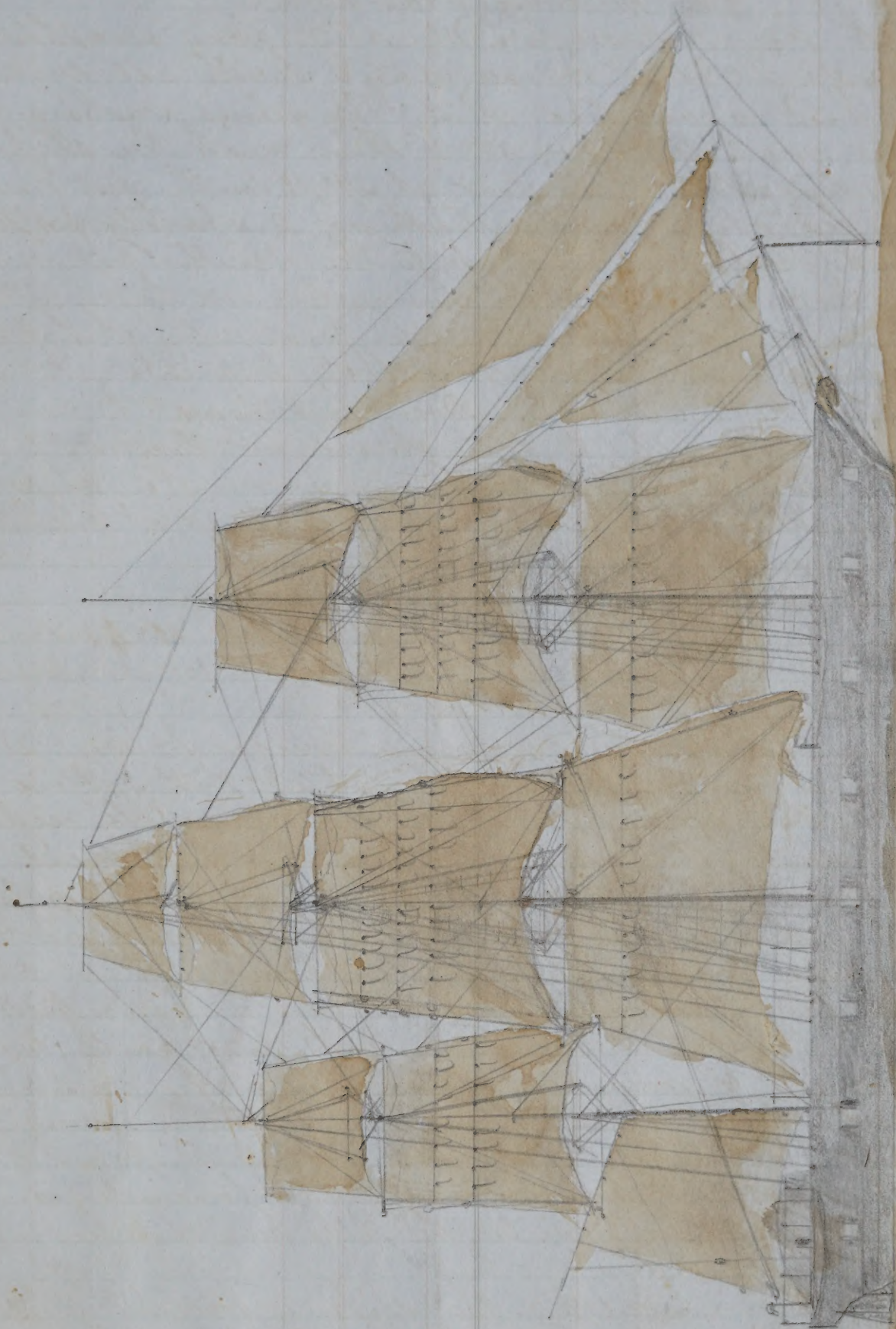
Commenced with fresh breeze from West and good weather
 Course ESE carrying all sail watch employed in the rig
 And making fenders out of old rope carpenter at work
 On the waste boat barometer 30⁰ weather getting mild
 The old ship seems to know where she is bound she is going
 At the rate of 8 knots and seems too take delight in
 Showing her heels at 10 PM wind hauled to South backed up
 And steered by the wind head ESE middle part squally
 Latter part brisk breeze and overcast we got up our
 Boats and began to wash so early barometer 29⁰ 9 tenths
 Dist run 160 miles Lat 33⁰ 50 N
 Long 164⁰ 45 W

Wednesday Nov 10

Beginning with fresh breeze from South and cloudy
 Ship's head by the wind ESE fore & main the gally too
 At 4 PM heavy squall from SE and plenty rain
 Double reefed the mainsail & stood jib & main sail ship's
 Head E by S Barometer 29⁰ 9 tenths there is a heavy swell
 From North and I am rather inclined to think the
 Wind is coming from that quarter soon we have
 Washed today with one watch & large heads of boats
 And knocked of oars to ruin at 3 o'clock this I call good
 Work I notice the Moki Moki keep along with us
 Yet but what they get to eat is more than I can
 Tell at 4:30 barometer 29⁰ 6 & falling at 7 PM fresh gail
 From SE at 9 barometer 29⁰ 4 we lay too head to
 ESE under storm sail at 10 wind shifted suddenly
 To NW and brought with it a hard gail and
 A very bad cross sea at 11:30 kept off SE by E and
 Set fore sail and close reefed fore topsail at 3 AM
 Gail moderating we made some sail at this time
 The Barometer had rose 2 tenths latter part fresh
 gail and good weather we made all sail and
 SE by E watch employed washing boats there is a
 great difference in the birds today from that
 of yesterday while the clouds were gathering yesterday
 these birds flew very high but today in good weather
 they kept close down over the water and I don't know
 of a better sign for a gail of wind than when these
 birds are seen to fly very high

But our barometer is
 One of the most perfect that I ever saw that can
 Be seen by any one that will look at the above days
 Work So early Barometer 29⁰ 9 tenths
 Lat about 32⁰ 31 N
 Dist run 184 miles Long 162⁰ 00 W

Ship Eliza Adams R. J. Thomas Master*



* bound to the sandwich Islands Nov 10th
Latitude $33^{\circ} 50''$ N Longitude $164^{\circ} 45'$ W

At noon Honolulu bearing SSE 4° E 8 1/2 miles
The old ship is on the starboard tack with the
wind from S by E and she is of like 7 bells half
struck

Who could make a good dinner off
a roast pig without stuffing

Ship Eliza Adams of New Bedford,

Thursday Nov 11.

Briske breeze from NW and good weather with few passing clouds course S by E with all sail set too the best advantage at 2 PM fairs washing down and the next is to dry it & then wash the ships over. Barometer at 2 PM stood at 29° 9th tenths but I expect too see her drop down a tenth or 2 shortly for there is a black cloud brewing up to the North but no wind came from this and the barometer rose boldly up to 30°. At 3 PM wind all left by middle past calm at 4 PM light Air from South and passing cloudy ship ESE at 7 wind SE ships head ESE we sped our leave to dry at 9 AM. Wind hauled a little to the Eastward we tacked to the South latter part fresh breeze from SE ships head SW finish drying our board and put it below covering.

Course made good SE 1/2 E Dist 62 Miles

Lat obs'd 30° 44' North
Long 160° 51' West

Friday Nov 12th

Begins with increasing breeze from SE & visually at noon barometer at 29° 9th falling ship's head by the wind SW at 3 PM double reefed the topsails Barometer 29° 7th at 4 fresh gail wore ship too the Eastward took in fore & mizzen topsails at 5 PM Barometer 29° 6th weather dark and cloudy ship's head E by N at 7 stowed ESE set jib and mainsail wind working to the Westward at 9 stowed ESE wind SW barometer 29° 5th tenth middle past had gail took in fore topsail & run under double reefed maintopsail & fore sail heavy squally of wind & lightning from South at 7 AM took in all sail have the main opened & fore topmast staysail & have too head to SE barometer on a stem 29° 5th tenth since we have too the ship's head has been up S by W & off to SE.

While the ship is here too I notice the birds that have been with us since we left the Pease Islands have taken this time to rest I have seen them on the wing today but, it was only to get under the lee of the ship and light again I suppose they will get rest enough while they gail. Lasts to see them the remainder of the passage seems.

Lat obs'd 31° 18' N
Long by Account 157° 13' W

Dist 71 Miles
Course SE by E 1/2 E

Honolulu SSE 620 Miles

North Pacific Ocean November 1858

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Saturday Nov 13

Come in with hard gale from West and a heavy sea ships
from too head up SSW off SSE at 2 PM set the main to sail
Close reefed Barometer $29^{\circ} 5\frac{1}{2}$ tenths having rose $\frac{1}{2}$ tenth since 7
This morning at 3 PM it was at $29^{\circ} 8$ tenths

Our sick have about all recovered salty and brandeth's pills help
Brought them all around again except the one afflicted with
the what you may call it It is contagious at least so at the Sandwich
Islands this is hard the best proof of God when I was in the ship
E. J. D. with Capt W. we came out of Honolulu with 17 men
Down with the same disease

at 3:15 PM kept of SSE

At blow hard but the ship makes quite good weather of it at 5 PM
SE by E barometer $29^{\circ} 7$ at 7 steered SE made sail as required
Middle part hard squally from West wind and rain barometer
 $29^{\circ} 8$, at 6 PM steered SE by S. wind NW we made all sail
At 8 barometer $30^{\circ} 03$: latter part strong wind and good weather
Watch employed braking out water ships rate through the
Water 7 knots all sail on and drawing

At noon Honolulu South 2° East dist 1450 miles

Course made good SE by E dist run 174 miles Lat $29^{\circ} 12' N$
so endz. * * Long $158^{\circ} 16' W$

* begin Sunday Nov 14

First part fresh breeze from NW and good weather steering SE by S
With all sail employed washing the masts at 7 PM wind hauls
too NE at 11 PM hauled to East backed up & steered by the wind
SSE at 1 AM wind hauled SE ships head SSW at 5 AM
Tacked to SSE latter part baffling wind and at times calm
Nothing more today Lat obsn $27^{\circ} 37' N$
Course made good SSE dist 80 miles Long $157^{\circ} 47' W$

Monday Nov 15th

Come in with light air from SW at 1 PM fresh breeze from
SE ships head SSE with all sail Barometer $30^{\circ} 2$
Middle part wind shifted to NW we steered SE latter
part squally we employed washing ship so endz
Lat $26^{\circ} 50' N$
Long $157^{\circ} 00' W$

Tuesday Nov 16

Come in squally rainy weather ships heading South with
All sail watch employed washing ship middle part squally
With plenty rain latter part strong wind from SE & cloudy
Ship heading to the East watch employed repairing fore
topgallant sail and braking out for water at noon calm
Barometer 30° so endz

Lat obsn $25^{\circ} 51' N$
Long $157^{\circ} 10' W$

Ship Eliza Adams of New Bedford

Wednesday Nov 17.

Begin with light air from the East & good weather with
 passing cloudy ships heading to the North watch employed
 breaking out for provisions and repairing sails. It looks
 now as tho we might have a little good weather but the
 last 3 days the rain has come down at the rate of about
 5 drops to a bucket full. Barometer 30° 00 at 3 P.M. strong
 wind from the old quarters we head to S by W at 5 P.M.
 Bent the maintops gallantsail & set him middle past
 fresh breeze from ESE & fine weather ships head
 South latter past strong breeze and passing clouds
 Watch employed repairing sails & other jobs of ships
 Duty so ends this day with the North point of Honolulu
 S $\frac{3}{4}$ W 170 miles

Lat obs'd $24^{\circ} 22' N$
 Long Obs'd $157^{\circ} 12' W$

Thursday Nov 18th

Begin with strong trades and good weather ships head
 South wind ESE at 6 P.M. ships head ESE carried all sail
 middle past wind E by S ships head S by S at 6 A.M. saw
 a ship to the windward steering by the wind to North
 We hauled up a chain cable from the run and stowed it
 in the fore hold in order to trim the ship more by the
 head latter past strong trades & passing clouds ships
 head SSE so ends

Lat Obs'd $22^{\circ} 04' N$
 Long Obs'd $158^{\circ} 00' W$

Friday Nov 19th

Commence with strong trades from E by N and cloudy
 ships head S by S with all sail at 45 minutes past 12
 P.M. made the land Waahoo bearing SSW 20 miles which
 proves that our reckoning is correct or within a few seconds
 At 14 P.M. way of diamond head lay aback through the night at
 4 A.M. Capt went on shore at 8 took the pilot on board
 Capt Howland and at 9:30 came too in Honolulu
 Harbor rig'd in jib boom to answer the port regulation
 At noon closed Accounts.

So Ends my Voyage in ship Eliza Adams
 Comanded by Rubin S. Thomas New Bedford

God bless the noble ship & crew that I have spent
 so many happy hours with

H. R. Phillips

Pacific Ocean November ~~18 58~~ Dec. 18: 58

Dec 18 the joined the ship Minerva of New Bedford
William H. Esdell master.

Friday April 22 my Journal begins

22 Begins with increasing breeze from NE
Dark cloudy weather ships head NNE with
all sail middle parts heavy swell from East we
stood the light sails to prevent them flattening out
At 4 AM thick snow storm at 6 saw a ship too
the SE standing to the North latter parts light wind
and heavy snow at noon barometer $29^{\circ} 6'$
And the stove at blood heat so end no obsin

Lat by Acc $47^{\circ} 16'$ North

Long $155^{\circ} 08'$ East

23rd Saturday

Light breeze from East & snow
storm ships head by the wind NNE under easy sail
At 6 PM veered to SSE latter parts wind hauled to NW
Weather cleared up a little we made sail and stood to
the NE from noon till 10 PM barometer on a stand
 $29^{\circ} 6'$ it fell 2 tenths after 10 and kept down untill
morning at 8 AM $29^{\circ} 3'$ tenths weather quite clear but unsettled
so end with the wind dead ahead

Lat obsin $48^{\circ} 18'$ N

Long by Choc. $154^{\circ} 54'$ E

24th Sunday strong wind from NNW and frequent
snow squalls ships carrying all prudent sail at 6 PM
veered to the North at 10 AM saw the Land cape Esquimaux
On Paramussee Island at 11 heavy flurries of snow from
the land double reefed the topsails at noon land from
West to NNE: 13 miles so end Lat $49^{\circ} 45'$
Barometr $29^{\circ} 4'$ Throughout Long $155^{\circ} 20'$

25th Monday All these 24 hours strong wind from
NNW and snow squalls we working to the windward
through the Paramussee straits 24 Islands in sight
from WSW too NNE nearest land NW 12 miles
Barometer $29^{\circ} 6'$ Throughout the day so end

Lat obsin $49^{\circ} 47'$ North

Long $155^{\circ} 00'$ E

On board the old ship Minerva of, New Bedford

Our crew List

William H. Crowell	New Bedford	Master
John J. Blodgett	Vermont	chief Mate
Antone	Cozte	Pico. N. Boly second Mate
H. R. Phillips	Dartmouth	third Mate
Nathan H. Wood	Newport R.I.	Fourth Mate

Boatsteers

William Hackett	New Bedford, Mass
Michael Collins	New Bedford
Joseph Wightheart	Williamstown Vermont
Bill Hanabes	Lahaina I. I. I.

* Seaman W James Jones, Cooper N London

To call their names would be almost impossible
There is not an American in the fore-castle

* These is their number & nation

They are as follow 7 Portuguese Cape De Verde Islands

2 from the Western Islands

3 Spanish Or Chimore natives of Guan Ladron Islands

3 East Indians 2 Malay & 1 from Bengal

13 natives of the Hawaiian Isls

One from Tahiti society Isls & one from Wellington Islands *

This Composes the crew of ship Minerva

May 18. 59.

* This native is designated on board as little jack well now I suppose you will all want to know how little jack is he was born on Wellington Island one of the Kings mill groups his mother was a Native of the Island but his father and Englishman by name James Sticker how or when he came to the Island is unknown to me But the way he left it is easily accounted for it appears that a man lived on the Island and claimed to be an American Citizen some dispute arose between this man and little jacks father the former has had more influence than the latter with the natives had him placed in a canoe with 2 natives & set adrift on the broad Pacific with little or no provisions the canoe was found some time after on and a morning Island bottom up and this is the last heard from jacks father Little jack was first taken on board the ship Cisero by Capt Manchester he was the 2 years of age since which time he has been on board of several American Whale ships and lived one year on his island he joined this ship in February 1858 he is now about 9 years of age and a clever little fellow

Ship Minerva W. H. Crowell Master

Tuesday April 26th

First frost - wind from NW & light snow
 Squally ship working in through the straits middle
 Part strong wind and heavy squally rent the
 Foresail at daylight unbent him & bent a new one
 Latter part strong wind from NW ship's head W
 Under double reefed Barometer $29^{\circ} 3'$ so end with the
 Thermometer 31° Freezing Barometer $29^{\circ} 4'$ Island Chesimuk
 N by E 12 miles Island Makanouta S by S 7 miles & Onekotan
 S by E 16 miles

Wednesday April 27th

Begining with fresh breeze from NW and good weather
 Ship's head by the wind West under double reefed tops &
 Courses Makanouta S by S 6 miles Part at 2 PM $29^{\circ} 4'$ Thermometer
 32° middle part as above latter part strong westerly wind
 And good weather we steered course NW with all sail
 Took down the waste boat & put a keel on her at 8 AM
 Bore at $29^{\circ} 3'$ Thermometer 33° weather cold too freezing at 9 AM
 Flyist peck of pasmusure in sight S by E 50 miles so end
 Lat Obs'd $51^{\circ} 21'$ North
 Long $153^{\circ} 10'$ East

Thursday April 28th

Barometer $29^{\circ} 3'$ light breeze from NW & good weather
 Ship going large at 9 knot course NW with all sail
 We got up our esowes nest in the foretormost crossrees fore
 Our lookout station

at 6 PM Thermometer 32° weather fairing
 Barometer $29^{\circ} 3'$ latter part brisk breeze from NE & good
 Weather we saw some ice at 11 AM saw a sail to the West
 ward so end barometer as above thermometer 26°
 Lat Obs'd $53^{\circ} 41'$
 Long $153^{\circ} 10'$

Friday April 29th fresh breeze from NW & good
 Weather we steered to the Westward through light field
 ice at 4 PM lay by for the stranger at 5 Capt went on
 Board it was as we expected the Janus 7 months from home
 With 125 bbls whale Oil
 Lat $53^{\circ} 42'$

Saturday April 30th fresh wind from North
 And fine weather but cold Thermometer at 22 we working
 To the Eastward in company with the Janus ice very scattering
 At 7 PM saw 2 sail to the South latter part spoke Basque
 Friday Capt Tallman & Milton Capt Fleader both ships from
 New Bedford so end 4 ships in company Barometer $29^{\circ} 4'$
 Therm 26°
 Lat $53^{\circ} 29'$
 Long $153^{\circ} 17'$

Sunday May 1st

Light wind from East & good weather ship working
to the NW through the field ice in company &
with the Midas middle part lay aback latter part
driving her through the ice to NW the ice grows
thicker & harder

at noon Therm 28° Baromet 29° 3 tenths
So endz Lat 53° 38' N
Long 153° 00' E

Monday May 2nd

All these 24 hours light breeze from ENE & good
weather we making good headway to the NW through
the ice the Midas following close in our wake

Baromet throughout the day 29° 4 Therm 28° so endz
No obsn Lat about 54° 00'
Long 152° 50' E

Tuesday May 3rd

First part light wind from ENE & good weather ship
working the ice to the NW in company with the
Midas barometer 29° 4 Therm 26° at 4 PM wind
hauled to North which stops our progress for the
Pleasant Capt Gallman came on board to finish
the day by a sociable game at 8 parted company
lay by through the night at 4 AM Thermometer
22° barometer 29° 4 at 10 AM Capt went on board
the Midas so endz with plenty ice to the North
Thermometer in the air 24° water 28° Bmtz as above
This shewz the water to be 4° degrees warmer than the
Air No obsn Lat about 54° 30' North
Long 151° 00' East

Wednesday May 4th

All these 24 hours light breeze from NW and occasional
ice too the North quite heavy about 8 miles clear water from
ESE too WNW and in that we are backing and filling in
company with the Midas saw a ship too the SE called it the
Larus Barometer throughout the day 29° 3 tenths Therm 26°
in the air, water 30° so endz no obsn

Thursday May 5th wind WSW & light fog the
Midas in company at 6 AM staid into the ice too the
North parted with the Midas saw quite a number seal &
some grampuzes Barometer 29° 3 Thermometer 24° in air
Water 26° So endz Lat obsn 54° 27' N
Long by Chron 150° 56' E

Ship Minerva May 1859

Friday May 6th

Come in with fresh breeze from SW and thick weather
 ship heading to the North under all sail making
 about 3 knots through the ice, Barometer $29^{\circ} 3$ - at noon
 Thermometer 25° middle part wind hauled to South we took
 in all sail and let the ship drive to the North
 Latter part fresh gail from SSE & dark weather
 we got into a strip of clear water & wore ship
 too ENE Barometer $29^{\circ} 1\frac{1}{2}$ tenth Thermometer 26° -
 so ends with 2 on the sick list No obsin -
 Lat about $55^{\circ} 00$ N
 Long $150^{\circ} 10$ E -

Saturday May 7th

Come in with fresh gail.
 From S. & E and thick weather Barometer $29^{\circ} 2$ tenths
 Thermometer 28° we have just run out of a strip of clear
 water about 1 mile long from SE too NW & run the ship
 into the ice where she will be easy at 3 PM she drifted
 through and came again into some clear water this
 strip run N. & S. at 4 PM thick snow storm
 Baromtr $29^{\circ} 3$ Thermotr 26° ship's head NE under bare poles
 ice broken but heavy cakes parties went up on the ice to
 notch seal the coast 5 they are very young with a light gray
 color and very fat the blubber is 1 inch thick middle part
 took in all sail at 3 AM stopped snowing wind died away
 at 5 light breeze from SW ice plenty we made sail to the
 North made about 1 knot headway for hours saw some kind
 of a porpoise whale but could not make him out at noon
 took in the topsy ice heavy ship making but very little way
 and thumping it almost hard enough to knock the boards in
 Barometer $29^{\circ} 2$ tenths Thermometer 32° so ends No obsin
 Lat $55^{\circ} 10$ North
 Long $150^{\circ} 00$ East

Sunday May 8th

Come in with light air and hazy ship heading to the North
 with the fore & aft sails ice very thick ship makes very little
 headway Barometer $29^{\circ} 2$ Thermometer 30° weather quite warm for
 this region saw some flat bill ducks & plenty seal middle part
 fresh breeze from SW we took in all sail ship drifting
 too the NW at 5 AM set fore & top sail steered NW wind very
 light from East, light snow squally at times ice plenty and
 quite hard our men went 3 or 4 miles away from the ship
 on the ice and got some small seal at present there is
 a bad prospect at noon Barometer 29° which says something
 Thermometer 32° on deck No obsin Lat $55^{\circ} 00$ N
 Long $150^{\circ} 00$ E

Monday May 9th, Beaufort Sea

Came in with light breeze from East and hazy ships
Head & W ice very compacted ship moves slow with the
Fore & aft sails and fore & aft sails

Barometer 29.1 & falling which means something at 4 PM
Bar. 29.0 fresh gale from East and snow storm thermometer 27.
At 9 PM strong gale wind hauling to the south at 4 AM light
wind from SE and fog Barometer 29° thermometer 28°
At 6 AM of NW too sun through sun field ice small
strips of clear water to the westward latter part came
into quite a strip of clear water running to NW we
kept in this until noon so end no obs at noon

Barometer 28.9 tenth thermometer 38° Lat about 55° 15'
Long by Chron 151° 10' E.

Tuesday May 10

Came in with light breeze from East & hazy but good weather
For this region ship heading to the westward in a strip of
open water that trends that way at 4 PM came up to the
Beaufort again & lay aback at 4 PM likewise barometer 28.8
thermometer 38° sky overcast middle lay in the open water at daylight
stayed by the wind to the NW at 8 AM came up with the flood
extending from E to W at this time the wind hauled to the West
we worked to the NE at 2 knots per hour through the narrow
strips of clear water latter part good weather the sun came
out clear & warm quite reviving in this bleak region we
killed our old pet sow that has been in the ship the last year
At noon Barometer 29.2 thermometer 38° weather warm

So end

Lat Obs'd 54° 54' N
Long by Chron 151° 24' E

Wednesday May 11th

All these 24 hours light breezes
From South we worked through the ice to the NW to the
best advantage the sea covered with ice but very thin middle part
very light air at 8 AM made all sail and drove her through
the ice to the north Barometer 29.3 & rising thermometer
mean throughout the day 25.5 latter part sun came out bright
above the mist at the same time at the horizon it was as if
we find the ice very open to day much more so than any day yet
the sun is now 1/2 hour above the horizon in 24 & the moon that
has just past her first quarter makes it nearly as light as day
all the 24 hours round. we see a great many wild geese they all
come from the south & go out of sight to the NE we see also
a great many seal of various colors So end

Lat Obs'd 55° 14' North
Long by Chron 151° 12' East

Ship Minerva in the ice May 18. 59.

Thursday May 12th

Come in with light breeze from South weather warm but quite thick at the horizon the ice very light and large strips of clear water running E. & W. we steered across these fields of ice & through the clear water too the North under all sail at 4 P.M. Barometer 29° 5. Thermometer 32° at 9 P.M. came up with heavy ice shortened sail. middle part very light air at 1 P.M. Wind hauled too West latter part the ice appeared to open too the NW much more than it has hitherto fore but the wind is dead ahead & we make but very little way too the North. this is the climax on one of these voyages that requires the most patience

So end 3 Barometer 29° 6. Thermometer 23°

Lat obs'd 55° 40' N

Long 152° 00' East

Friday May 13th

First part light variable winds & good weather ship heading to the Northward or steering by the wind in that direction under all sail ice quite heavy but plenty open water Barometer 29° 6. Thermometer 38° we some seal and a few grasshoppers we are now on good ground for a whale and live in hopes of seeing some soon and I hope this may be the case for everybody they got a piece on a log as the planker boom and some remind me of a dying whale they have got their life dooped middle part took in the light sails heavy cakes of ice drifting about which makes it bad to run At 4 A.M. kept of North made all sail run through a strip of heavy ice and came into clear water at 6 A.M. barometer 29° 5 & falling at 10 wind increasing and light snow squalls Barometer 29° 4 Thermometer 28° at 11 fresh gale from S.E. & snow storm closed reefed the topsails & hove too head by S Barometer on a stand 29° 3 tenths it will be seen in this days work that the Barometer gave notice of this storm in time

So end 3 No obs'n

Lat about 56° 25' N

Long 152° 20' E

This is a seaman's life no sooner out of one trouble than into another we have been thumping the ice the last 12 days which is enough to wear any man's soul out. And no sooner out of it then down comes the S.E. with one of its company keepers to try our patience a little more

But now miss Minerva this won't do so we'll chaff on the stopper & bring you two

In Behot's Sea. W^m H. Crowell Master 1859

Saturday May 14th

Come in with strong SE gail & thick snow storm ships heading to the Eastward under closed reefed topsails Barometer 29° 3 tenths Thermometer 26° cold bad weather middle part of above wore ship to the SW: at 5 AM wind shifted to East. we set the jib & And steered SSW at 9 AM hard gail and plenty snow weather dark took in jib & main topsail lay too head to the SSW at meridian wind hauled to North so endy Barometer 29° 3 tenths & sizing thermometer 25° Lat 57° 04' North

Sunday May 15th Long 151° 50' East.

Come in with fresh gail from SE & thick weather ships heading to the SSW under easy sail at 4 PM saw a sail to the Eastward at 4:30 run in among some proidge in wore ships & steered out of it. saw a casting middle part light airy at midnight wore ship head to the West at 4:5 & 6 Calm at 6:30 wind hauled suddenly to SW we made all sail steered to SW the stranger to the S.W. at 9 saw some kind of whales did not make them out it being foggy at 10 AM Fine pleasant weather saw the ice to the SSW & W 2 mile to the North. The thermometer throughout this day has risen from 26° to 31° our barometer at the beginning stood 29° 3 tenths & has rose gradually & good weather has come with it so endy Lat Obsin Long

Monday May 16th

All these 24 hours light wind & fog We worked through the ice to SSW 3 ships in sight at 8 PM spoke the Jennette she had just recovered her 2 lost boats they had been away 3 days having lost site of the ships while fast. Too a spotted whale after the whale was spouting blood they had made this line fast too a cake of ice & hauled their boats up where they stayed through the night it blew a black SE gail at the time & they were more or less frozen. The next day they saw the Brutus & managed to keep their boats before the wind untill they got tooled when they were well raised & led by Capt Henry they lost the whale we saw several ships today that were bound to the NE whales are very scarce this season we have the report of 20 ships & they will not average 1 whale better part spoke the Brutus & Thomas Nye. Capt Henry of the Brutus has his wife on board at 4 AM the sigger was covered with frost the thermometer 24° Barometer 29° 6 throughout the day so endy Lat 57° 25'

Ship Minerva New Bedford Mass.

Tuesday May 17

Begining with light wind from NW & good weather
Ice very scattering a number of ships in sight steering in
All directions we steering to SSE in company with ships
Bontus & Thomas & Co Barometer $29^{\circ} 3$ tenths Thermometer 28°
At 6 PM Thick fog at 9 parted company middle parted
Light air from NE & very foggy latter part good clear weather
Wind SE saw 6 sail among them our old friend Midway
We got up our cutting blocks so end 2 men on the sick list

Lat obs'd $56^{\circ} 47' N$
Long about $130^{\circ} 00' E$

Wednesday May 18th

First part light breeze from East & good weather.
Ships head SSE under all sail Barometer $29^{\circ} 3$. Therm 30°
Several ships in sight & a large body of ice running to
the NW & SE at 5 PM barometer had fell 2 tenths middle
part strong wind from SE & heavy snow storm double
Roped the topsails latter part light air from SW
And thick fog ship working through the ice to the W
Saw the Bontus & Thomas & Co to the Eastward at noon Bar
ometer $29^{\circ} 3$. Thermometer 26° so end No obs'n

Lat $56^{\circ} 10' N$
Long $130^{\circ} 07' E$

Thursday May 19. All these 24 hours light variable
Winds & thick fog ice broken up in very large junks which
makes it very ~~large~~ bad to run into we worked to the Westward
to the best advantage the old ship goes along at 2 knots per hour
Knocking the ice in all directions. Barometer throughout the day $29^{\circ} 4$
Thermometer at first 28° at midnight 27° at then 25° so end

Lat $56^{\circ} 15' N$
Long $149^{\circ} 20' E$

Friday May 20th

First part light wind from SW. ship heading to the NNE
With all sail ice plenty. barometer $29^{\circ} 5$ falling gradually
Thermometer 28° at 8 PM wind South we took in our light sails
& steered NW at midnight wind East barometer $29^{\circ} 3$ still falling
Therm 24° at 4 AM fresh gail from East took in all sail
Barometer $29^{\circ} 2\frac{1}{2}$ Therm 27° latter part strong gail & cloudy
Ships head NNE under bare poles the sea literally covered with ice
With bars & there a spot of clear water big enough to float the ship

With the Barometer at $29^{\circ} 2$. & Thermometer 26° end one mile
Safely say it was bad weather so end

Lat $56^{\circ} 20' N$
Long $149^{\circ} 15'$

Chotik Sea May 1859.

Saturday May 21

Cornis in with fresh gail from East. skye overcast & weather cold Barometer $29^{\circ} 2\frac{1}{4}$ tenths Thermometer 34° the ship heinmed in on all sides with smooth Field ice we show no sail but the foretopmost staysail and that is too kept her from backing to land on her rudder at 4 PM Barometer as above Thermometer 29° weather very settled it hardly knows which to do to rain or snow the old ship getting headway some times & goes knocking & grinding through the ice enough to amuse the 7 sleepers but all this dont seem to disturb the watch below they go to sleep as quietly as tho they were in their mothers caps & draw this too when they are not cramped for rest for of late they have had as much rest as a ground tree's butt. this is easily accounted for Our seamen are mostly natives of the sandwich Islands and have very strong constitutions as regarding rest. i have never sailed with one yet but what wold if permitted he in his berth 20 hours out of 24 and not growling never the less they do very well in the boats so much for the subjects of his Majesty the King of Hawaii i have known his Majesty when his bid was considred worthless at an auction and i should be loth to share his note for 12 $\frac{1}{2}$ cty but enough he is King and that is a good passport for the present

Middle part strong gail & light rain at 4 PM Wind moderated & hauled to SE Barometer rose one tenth Thermometer 28 at 5 snow storm at 7 barometer $29^{\circ} 3\frac{1}{4}$ Thermometer $30\frac{1}{4}^{\circ}$ latter part fresh gail from South & light mist At noon saw the sun for the first time in 4 days so ends
Lat Obsd $56^{\circ} 35'$ North
Long by Chron $149^{\circ} 11'$ East

Sunday May 22

Cornis in with brisk breeze from South & good weather we set fore & aft sails & Double reefed topsails & wore the ship to the Westward we find small strips of open water at times Barometer $29^{\circ} 3\frac{1}{4}$ tenths Thermometer 31° middle part fresh gail from SE & light snow we brought up soled to a flow of ice about $\frac{1}{2}$ mile long at 5 AM got a small anchor out on the ice & hauled taut on it to force her between the cakes we did so but made nothing by it she went about twice her length & brought up again all standing this ice has lately frozen over as far as we can see it looks to be all one sheet with now & then a whole that a seal mite break in the largest spot of clear water in sight is the place made by the ship and in this we saw some white grampuses

Barometer $29^{\circ} 5$ tenths

Thermometer 36°

To force her through we tried all ways

But she brought up so let her lay

So ends

Lat $56^{\circ} 30'$ N

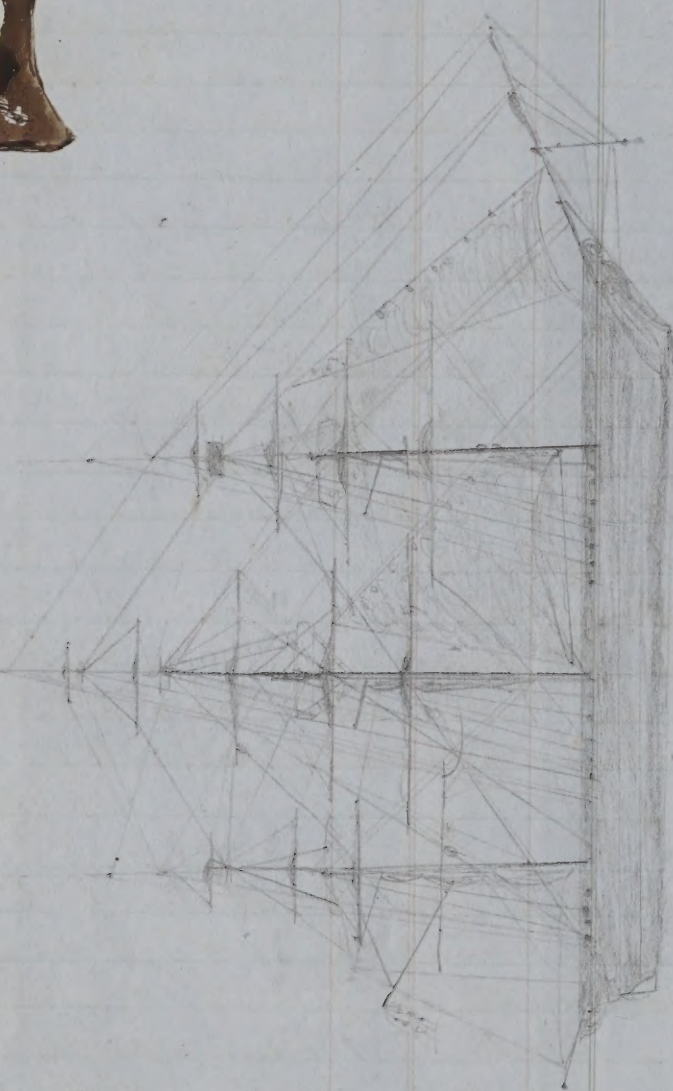
Long $149^{\circ} 00'$ E

Rebecca

Ship Winnow J. H. Crowell Master 1859

Monday May 23. 22

Begins with strong breeze from SE & our scout ship
Blocked up in the ice Barometer $29^{\circ} 5'$. Therm. 34° in the
Air. at 2 PM ship broke through & went twice her length & brought
up again at 5 PM thick fog wind hauling to the Westward
Latter part light breeze from SE again & light fog at 8 PM saw
A tothead in a small puddle of water just big enough to float him
He went down and we saw him no more he was no doubt like
Ouzel trying to find clear water below you will find something
Like the ship as she looked in the ice



The day ends as it began with a devilish bad prospect of getting any
further ahead and I have soothed the ship out to kill time and keep
of the blow

Barometer $29^{\circ} 6'$

Therm. 36°

Lat $56^{\circ} 33' N$

Long $148^{\circ} 50' E$

mean temperature in the water 39°

Ochotsk Sea Lat $56^{\circ} 30'$ Long $148^{\circ} 40'$ East

Tuesday May 24th.

First paste light breeze from SE and light fog ship blacked in the ice middle paste wind SW Barometer $29^{\circ} 6'$ thermometer 39° we got up the bow boat davits at 10 AM saw a sail to the NE. A clear water we made sail and started for it so ends
Lat obs'd $56^{\circ} 48' N$
Long Chro $148^{\circ} 38' E$.

Wednesday May 25th.

First paste light breeze from NW ship heading to SE for clear water 2 ships in sight to the NE at midnt came into a clear stripe of water lay aback till 4 AM and began to work out the East ice very heavy now dark cloudy foggy weather light snow squally throughout the day Barometer $29^{\circ} 6'$ Therm 36°
So ends. Lat $56^{\circ} 30'$ North.
Long $148^{\circ} 50'$ East.

Thursday May 26th.

All these 24 hours light breeze & thick fog we started to the South in hopes of finding clear water latter paste ice in very heavy cakes but few I had between Barometer $29^{\circ} 6'$ we lost 1 small seal Thermometer 39° at midnight at noon 41° so ends. No obs'n
Lat about $56^{\circ} 10' N$
Long $148^{\circ} 20' E$

Friday May 27th.

First paste light variable wind & thick fog ships working too the SW through very heavy lumps ice barometer well up thermometer mean temperature 34° latter paste light breezes from West ice in heavy lumps but very scattering
So ends no obs'n

Lat $55^{\circ} 50' N$

Long $147^{\circ} 40' E$

Saturday May 28th.

Came in with increasing breeze from W & foggy ships head by the wind SW ice very heavy at 3 PM double reefed the fore topsail & stowed the main middle & latter parts fresh breeze from SW we took in all sail hove fore & main staysails ice very heavy from 4 till 9 AM quite clear at 10 fog shut down again so ends. Barometer $29^{\circ} 4'$ Lat $55^{\circ} 30'$
Long $148^{\circ} 00' E$

May 28 at noon thermometer 41° foggy at 4 PM 38° at 6 PM 36°
at 10 PM 30° at midnight 30° at 2 AM 29° 4 AM 28° 6 AM 32°
at 10 AM 29° at noon 37° wind SW by W heavy cloudy to the South mean temperature in water 36° .
Weather foggy

Ship Birnie

Sunday May 29.

First part light wind from SW and thick
 fog ship heading to the Westward under her staysails
 Latter part fresh breezes & clear weather ice scattering
 But very heavy junky Barometer throughout the day
 29.5. Thermometer at noon 32° at midnight 28°
 At the end of the day 38°. So ends

Lat Obs'd 36° 29' North
 Long by Chr 149° 00 East

Monday May 30th

Begins with light breeze from SW & good weather
 Ship WSW under easy sail at 4 PM took a
 glass of whiskey all by the way of no harm Baromet 29.3
 Therm 34° Latter part foggy ship makes course SW
 We struck a junk of ice hard enough today to have
 knocked the bow in but it merely started the old
 ship the only hurt we have done the ship during
 all our iceing is to knock of a piece of plank that
 was put on in Honolulu as sheathing, and being very
 badly scared several times winds up the hole
 We have one man forward that has been sick since
 we left Honolulu his complaint I think is the Consumption
 So ends no obs'n. B 29.4. T 38° at noon

Lat 37° 00. North
 Long 148° 00 East

Tuesday May 31st

First part light breeze from SW ship heading to the West
 under easy sail middle part very light air latter part
 Wind hauled to South we steered to WSW made all sail
 Ice very hard but scattering Baromet 29.6 Ther 37° mean

Lat 36° 53 N
 Long 148° 00 E

Wednesday June the First 18:59

Wind from SW & foggy ship heading to the Westward
 Under all sail picked up some codfish that had
 been killed. Baromet 29.4 Ther mean 37° so ends

Lat 37° 12. N
 Long 147° 00. E

W. B. Cowell Master 1859

Thursday June 2nd

First part light air from SW & fog ship's head
By the wind WSW at 4 PM fog lit up we saw a ship
to the South middle part calm latter part fresh
breeze from West NW & thick fog we tacked
to the SW no ice to be seen from the mast
Head Barometer $29^{\circ} 3'$ Therm mean $36^{\circ} .50$ and
Lat $57^{\circ} 27'$ North
Long Chron. $146^{\circ} 00'$ East

Friday June 3rd

Come in with light variable & fog ship's head to
the SW to the best advantage Barometer $29^{\circ} 3'$ Therm 40°
At 4 PM fog lit up and wind hauled to SW we
saw nothing middle part light breeze from SW &
overcast latter part wind South & clear pleasant
Weather saw 2 ships & some humbacks got out our
cutting stage so ended Barometer $29^{\circ} 4'$ Therm 46°
Lat Obs'd $56^{\circ} 53'$ North
Long by Chron. $144^{\circ} 45'$ East

Saturday June 4th

Come in with light wind from SSE & clear
Weather steering SW by W & W with all sail one
stranger in sight to the SW at 2 PM saw Jonas
Island bearing South 20 miles at 4 PM it bore S 9 miles

Jonas Island.



South 9 miles

At 7 PM spoke Bosque North America Chappell
Master 9 months out clear middle part light breeze
from SE we steered SW by S at daylight saw
ice from SW to East saw some humbacks & counted
20 ships one bayline latter part light air we worked
into the ice to SW spoke the Vernon, Fish master
3 whales at noon spoke the Thomas & J. Holley
Clear there has been several whales seen today by the
other ships they have had boats of all day but we can
not get sight of one so ended

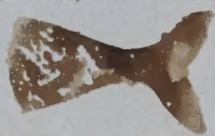
Lat $55^{\circ} 25'$

Long $141^{\circ} 50'$ E

We heard of the death of Capt Martin Palmer of
the barque Kingfisher he was taken out of the boat by
the line while fast to a pumod whale & never
was seen afterward

Sunday June 5th 1859

Come in light air from SE & good weather
Steering to SW Thomas & Co in company ice
well broken up plenty ships in all directions some
with their boats of we cannot get sight of a whale
We heard of several ships getting from 1 to 3 whales
Middle bark lay aback at 8 AM 3 boats went into the
ice saw 4 whales got none saw 2 whales struck & both lost
Ice in narrow strips but very hard great number of seal
Of a different species from those that we have seen here
before great many ships in sight all whaling
So end
Lat 55° 30' N
Long 141° 00' E



Monday June 6th

Fresh breeze from South & good weather boat
Of in the ice plenty ships very few whales at 4 PM
Took up the boat spoke the rimrod chain at 5 spoke
North America. Gideon Howland & Vernon saw the Bk
Tempest great number of small seal their fore flippers
are very much like that of a mud turtle at 7 AM went
to the edge of the ice to look for whales saw none saw the ship Monte
zuma spoke to my old ship mate Thorman at 9 took up our
boat Capt went on board of Howland we worked about
Among the heavy broken ice saw a new clipper Basque
Took a whale 20 ships in sight & one schooner so ends
Barometer 29° 4 Therm mean 42° Lat Obs 55° 54' N
Lon Chr 142° 28' E

Tuesday June 7th

Wind from South & good weather, we in company with
the J. H. several ships in sight one cutting ice very
heavy but broken up, 3 whales very scarce at 7 spoke the
South Boston clean latter part steering to the East ice very
scattering so ends
Lat Obs 55° 44' N
Long Chr 142° 11' East

Wednesday June 8th

Come in fresh breeze from SE & good weather at 1
Took to SW at 3 spoke ship Louisa Capt Bathaway
Clean ice light from SW to SE. Barometer 29° 5th Therm 44°
At 10 PM passed 2 ships cutting we lay head yards aback head
to SW at 5 AM made all sail & steered by the wind to South
At 7 saw 2 whales to the windward & going to windward
Saw several ships 2 whaling they like our selves got nothing
The ice very scattering but very heavy junky so ends
Lat Obs 55° 12' N
Long Chr 141° 09' E

Barometer as above
Thermometer 48°

Thursday June 9th

Came in with light wind from SE & hazy
Ship's head SSW at 7 PM saw a stranger's bay line
middle by aback at 8 tacked to East latter part
thick fog at noon ahead we saw the land
bearing South 20 miles supposed Cape Maria
Saw 12 sail and very heavy cakes of ice so ended
Lat obs'd $54^{\circ} 40' N$
Boat 24" Long 141° 43' E -

Friday June 10th

Came in with light breeze from SE & good
Weather ship standing to SW with all sail for
Cape Elizabeth at 4 PM spoke Barque Endeavour
New Bedford Capt Wilson had taken one whale and
the Bowditch to the North hauling some heavy ice to
the NW & West from West to SE it does not look
as tho this was end of ice at 11 PM Cape Elizabeth
Bore SSW 20 miles Cape Maria in the distance SE
Duck Island SSW 15 miles Ship's head S by W 1/2 W under
all sail Barometer $29^{\circ} 3'$ Thermometer 46°
at 9 PM parted company with the Endeavour made
part light wind at daylight saw a few whales
Landed 2 boats & went in pursuit at 9 AM landed boat
struck & drew the line at 10 Bow boat struck
Whale took 345 fathoms line at 11 AM Mr Coste
struck the BBW at noon he turned up so ended
at 10 PM of this day sounded in 10 fathoms lower
Saw news of land W by S 1/2 E.

Saturday June 11th

Ship in calm at 1 PM took out whale to the ship
and began to cut at 4 finished cutting latter part
Calm saw 3 whales saw 4 ships all hauling at noon
Took up 2 boats the other 2 of after whales so ended
Land dist 3 miles

Latter part fresh breeze from NW with
light rain ship at anchor in 7 fathoms water
employed hauling & boats off

So ended Land 4 miles

Sagalan Gulf

18. 59.

Sunday June 12th

Came in with light southerly wind & good
 weather but little haze over the land we
 employed byline saw a few whales did not strike
 spoke the Bowditch of Wosmin got 2 whales
 And saw him pick up at a dead whale at
 night spoke the Endurance she had taken a whale
 yesterday at 4 AM 2 boats went up up the gulf
 Saw 3 whales at noon foggy so end byline

Monday June 13th

All 4 boats off at 4 PM wind increasing from
 NE & fog boats went on shore

Later part strong gale old ship soad it
 Out like a sea bird with one anchor and
 45 fathoms chain

I saw several Fasters today in their boats they
 were a very dirty looking set and seem to be as
 good as my old friend the Kuspiang & Tongue
 Father to the North

Tuesday June 14th

Fresh breeze from ESE & thick hazy weather boats
 put off from the shore saw the ship to the SE at 2
 PM struck a whale & killed him at 3 took him
 too the ship at 5 had him in & set the watch began
 to bag at 4 AM 2 boats put off run over a whale &
 1st boat got stove took him to the ship



Put off with 2 boats waste boat struck took him too
 The ship cut him in everything going on lively



Ship Minerva my Journal

Wednesday June 15th

First part light fair at noon cut in a whale -
Waste boat whale rest boat of whaling so end

Thursday June 16th

First part light air latter part fresh.
Wind from SE we got one whale bow boat.
And one to the waste boat, weather thick & hazy

Friday June 17th

All this day fresh breeze from SE & thick hazy.
Foggy weather with frequent showers of rain.
Saw quite a number of whales boats of in chase
Ship at anchor bying saw the boats take 2 whales

Whales quite plenty but wild

Saturday June 18th

Come in with fresh breeze from SE and thick cloudy
Weather ship at anchor 2 boats away up the gulf
We made a bean pen in the fore hold and stowed down
45 bbls oil in the loose hold got out the harbour boat
And there got of ships duty latter part Barometer
At 29 2 1/2 inches and thermometer 38° hard rain and wind
Increasing overcast 40 fathoms chain ship laying in
8 fathoms water hard sandy bottom several ships in the
Gulf said 2 strangers steering to the Eastward the weather
Looks very bad so end

The Native that is sick forward I think cannot stand
It long he has lost the power of speech entirely and looks
Like death it self he is the best Kanak that I ever
New and truly a good man

Death of poor Joseph

Sunday June 19th

Being with fresh gale from NW and dark
cloudy rainy weather ship at anchor in 7 fathoms
water employed hauling 2 boats away latter part
strong gale

At 4 AM Joseph a native of the
Sandwich Islands Died

His complaint the consumption
He has been suffering since we left the Islands in March
He was a very active young man and about 22 years of age
He was much liked by all on board and during his sickness
was well cared for and decently buried on shore and now
for ever we forgive him & for the present forget him



This day 2 boats went up the gulf to look for whale
We saw a few whales & they were very wild at night we
went 20 mile from the ship we entered the mouth of a river
And sailed about 12 miles in a NW direction where we found
the remains of a town formerly occupied by the Russians but
were driven out of it by the French & English about 2 years
ago everything was a going to ruins their way of large framed
log houses this place was founded about 9 years ago by the
old settlers of Ochotska City they found it hard to live
And there their going to the cold winters which prevented
them from doing anything but to draw wood & keep them
self from freezing ship building had formerly been carried
on to a great extent but they found impossible to
carry on in the winter they accordingly in 1830 began
to move all their implements farther to the south and this
place in the Sagelen Gulf was hit upon for a good place
to carry on the work of ship building several families with
all their utensils had emigrated to this beautiful river
And raised their herey log houses tiled the ground & began
ship building on a large scale when the war with Turkey
broke out & spoiled all their hopes the town was
dismantled by the combined forces of England & France
in 1855 the Russians fled to across the river to the
mountains the Tatars or as they call themselves Belachy still
hold their own and were not molested by the English
these Tatars are a very dirty dishonest race being in my
opinion worse than the Tonguse boats returned at noon
So ends this day

Otago Gulf

1859

Monday June 20th

Fresh gale from NW and thick heavy rainy weather ships at anchor employed bayling 2 boats away got 1 boat stove on the beach many ships in the gulf so endz -

Tuesday June 21.

Light variable & misty ships at anchor 2 boats away up the gulf we finish bayling stowed down some of our oil & got underway took the Co's of our diseased shipmate on shore & buried it so endz

Wednesday June 22nd

Very light air steadily throughout the day ships working up the gulf 2 boats away saw a few whales but they were very shy saw the Arctic take 2 whales so endz all well on board.

Thursday June 23.

Light variable & good weather ships underway Tacking & half tacking about the gulf but so no whales got our 2 boats on board & made all sail On the ship we steered out to sea North at Mont Stured NW latter part wind shifted to NW we steered by the wind WNW with all sail watch employed stowing down at noon finish our whales have made 234 lbs averaging 47 lbs each so endz

Friday June 24.

Not everything remarkable wind from NW weather hazy ships working in for Preservy bay so endz no obs.

Saturday June 25th.

Come in with light variable wind & good weather Ships head WNW watch employed clearing up the decks 1 ship in sight to the Eastward at 4 PM I saw horse neck Island & 2 other islands of the mouth of Potters bay middle part light breeze from South ships head West square & endz we got up our light chain & shackled it to the small bow & shackled the 2 cables together which makes them about 220 fathoms this precaution is taken for the SW bay it is there where we expect heavy weather At 4 PM saw some ice from South to NW saw 3 ships in the ice working in towards Preservy bay so endz

Nearby land SE 12 miles

Ship Minerva W H Crowell master

Sunday June 26th

All these 24 hours light variables & good weather we staved too. At 10 under all sail saw several of the Islands that dot this coast latter part hauled in to SW for the rocky passage between Big & Little Chantua Islands at Noon saw 4 ships at anchor South side of big Chantua heading from NW to SW 6 miles so ends

This is the first time in 8 years that I found clear water here there is not a cake of ice to be seen

Monday June 27th

Come in with fresh breeze from SE & good weather ship heading in for the rocky passage 2 ships in sight working in nothing like ice but latter part light breeze 2 boats away at 11 PM Capt Rusfield of the ship Empire came on board at Meridian Mr. Cook came on board reported the mail with a whale so ends let go the anchor in 27 fathoms

Tuesday June 28th

All these 24 hours light air at 4 PM stopped. A whale at 6 AM anchored him in 10 fathoms Dead latter part took him to the ship so ends

Wednesday June 29th

begin with light air from South & light fog at 2 PM began to cut at 4 PM aboard boat came with another whale at 6 PM finished cutting at 8 PM sent 2 boats away we hooked on and began to cut so ends fog 1 ship at anchor in 22 fathoms

Thursday June 30th

Ship at anchor employed cutting at 5 PM finished two large whales at 6 PM began to. Boil at 7 thick fog 2 boats away latter part clear we saw 1 whale we fitted a new finishain rope so ends Bayling

Friday June 1st July Frost

Thick fog ship at anchor land dist 1 1/2 miles at 2 PM got underway drifted to the south about 4 miles & let go again in 30 fathoms stood all sail cooped setting up

Shaky Middle two gail latter more moderate so ends

At the Shantar Islands June 18 59

Thursday July 2nd

Beginning with fresh breeze from N.E. & D. flag ship at anchor in 27 fathoms water employed hauling 2 boats away middle strong gale latter part our boats came on board they had seen but one whale, with 4 ships in sight at anchor and land dist 2 1/2 miles i endz this day

Friday 3rd

All these 24 hours fresh breeze from N.E. & D thick fog and light rain ship at anchor employed hauling boats away looking for whale latter part boats returning had been to Shantar bay saw a few whales got run head from the feet at Mercury bay they had done nothing no report yet of the 2 missing ships the Ocean Wave & Phoenix so endz

Commences the 4 day of July 18.59

The 84 year of American independence ship at anchor employed hauling at 12 boats left for Shantar bay and it is the intention of Capt Crowell to follow them as soon as possible with the ship the weather is very unsettled the barometer at 29° 4 tenths and thermometer at 38° weather foggy & light rain saw my 2 old friends today Captains Wilson & Russell they have done very well for these times God knows i wish them all good luck latter part finished hauling & began to stow down at 10 AM fog lit up we saw the land and 4 ships at noon thick fog again so endz 2 men sick

Tuesday July 5th

Beginning with light breeze from North & D thick fog ship at anchor employed stowing down at 6 PM finished stowing of the main & backway loose head put down 17 1/2 bbls 25 bbls left on deck latter part light rain and thick fog we cleared up the deck & got ready to get underway when the weather cleared up and 2 boats were still away they have had a bad time no doubt.

So endz

Barometer 29° 4 Thermometer 39°

Ship Binerva near the Shantary

Wednesday July 6th

Comin with fresh breeze from North I think
Ship at anchor in 26 fathoms water 2
Boats away middle part light fog latter part
heavy fog & wet weather wind hauled to East at 7
AM Capt went on board ship Levi Starbuck
To by some bread & if possible get some Molasses
We broke out provisions & water so ends with
3 boats away Barometer at 29.4 rising slowly
Thermometer 44 throughout the day

Thursday July 7th

Wind from ESE & thick fog ship at anchor
Moon quarter tomorrow & we expect good weather
But hold on let us see what it brings it is not best
Two go too far into futurity without some foundation
We have lived on salt junk & hopes the last 30 years
With now & then a little help from John Wesley Corn
Or as the Dutchman would say Viskey
The moon has quartered but no change in the weather
yet the Barometer has gone up 2 tenths & Thermometer
Between Temperate & freezing light rain the latter part
And fog so dense that it is difficult to see the jib boom
End But 2 boats that are away must have had a hard
Time i donot think they have done much whaling
At 9 AM Barometer 29.6 tenths Thermometer 39 degrees
Light wind from West & fine rain bad weather for
The whaler
Day ends as it began

Friday July 8th

Ship at anchor wind from SW thick fog & light rain
3 boats away i donot see that the moon has much effect on the
Weather this quarter there is no change tho the Barometer &
Thermometer say good weather B 29.6 F: 38.1 i heard the sound
Of a horn some where ahead of the ship and i fell in hopes
It is somebody coming to tell us some news anything to change
the ocean a dog fight would be better than nothing at 3 PM got
Under way and stood in SW about 4 miles & let go again
In 24 fathoms water saw the E. L. Frost Schooner at anchor
We heard from one of the missing ships the Phoenix she
Was lost in October near Elbo Island in SW Bay the crew winter
Heard of them on the Island the remainder father up the
Bay the Clipper Ocean Wave is still missing this makes
Up 3 Wrecks in this sea last season i hope we shall
Have a good account of the Ocean Wave this evening

July 18 59.

She was known to be in the SW bay in October since which
 Time nothing has been heard of her this ship was commanded
 by an old ship master his name is Baker he belongs
 On the Kenibe River

We heard from 20 ships in SW bay that have not yet
 A whale at 7 PM Capt Sheppington of Schooner E L
 Frost came on board he told us a great deal that was
 New & a deal that we already knew he is quite young
 An Englishman by birth but has the honor of commanding
 An American vessel with the title of a paper Captain
 This vessel is used as tender to the ship Vernon

The latter part of this day quite a rain storm wind about
 NNE fog as usual Barometer 29.5 rising slowly Therm 37°.
 Weather quite cold at 9 saw one ship under way supposed the
 Vesper

We have one man sick in the forecabin his complaint
 I think is the Grippe - at noon fog lit up a little we saw the
 Horn of the land to the NW so ends
 Clarry

Saturday July 9th

Begin with light NE wind & fog
 Ship at anchor in 20 fathoms water with 50 fathoms chain
 2 boats away at 1 fog lit so that we could see the distance of one
 Mile Capt went on board E L Frost. Barometer 29.5 1/2 tenths &
 Thermometer 42°. we have waited for the first quarter for good weather
 And now I think we shall have to wait for the full which comes
 The 14th to judge by what we find here in the summer it certainly
 must be a black place in the winter when the sun does not show
 himself but 3 hours in the 24 hours and I think the crew of the
 Phoenix must have found it hard to pass the last winter here
 It often occurs to me that cold many of our ship owners at home
 see the hardships endured by those that earn their livelihood here they
 would not be so apt to charge such exorbitant prices for every thing
 Put on board their ships in this I do not mean by this that all ship
 Owners are alike neither as regarding the prices charged for the clothing
 sent out for Jack to wear nor provisions for him to eat I have
 sailed in many ships and of course have a right to judge from
 Experience I can mention but one instance where the Agent has
 charged the Master to feed the crew well this I have from the Master
 Own lips this was by E C Jones Esq to Capt R. J. Thomas of the ship Eliza
 Adams now on her present voyage I have sailed in that ship 5
 months and can safely say that it was the happiest time that I ever
 had on ship board she was everything that a whale ship ought to
 be if hard work & good judgement is any criterion to go by I am sure
 her owners will not be dissatisfied on her arrival at New Bedford

Ship Winerva at the Shantie Islands July 18 39

Saturday July 9th continued

Let know one think that while speaking of the good qualities of the Esiga Adams & her owners that i am lessening the merritt of this ship For he it from me to say one word against her she is in my opinion One of the best ships in the whaling fleet she is nearly 3 years out And it cannot be expected that everything is so abundant on board As when she left home the ship is owned by William. Gifford Esq A member of the society of friends and considered by all an honest Upright man and to judge from what i have seen on board At the present time must have been well fitted when she sailed From home so far this season we have done as well as any ship in this sea we live on the best the ship affords and that is good and It wold be a good seaman that wold growl at that but as seamen Are prone to growl it is not of much importance weather They do or not Jack is a curious fish feed him on roast turkey & The growly because it was not good give him the best of salt beef And he will swase it was an old horse that had drawed lumber From Sackasup to Portland the last 40 years but half of these growly are mearely to head themselves talk seamen are men treat them as such and you will get the same in return i have been a Sailor 30 years and no one that sees they can think the storm or Tempest is a stranger to me The shipwreck is also an old acquaintance I have stuid that 3 times but now at the age of 40 with gods blessing I find with one leg a little shorter than the other i am hail & hearty but this seems more like writting my life then a ships journal but i am loazsome the weather is dark & fogg i have nothing To do 3 boats crew are away and i cannot find any better Amusement.

at 8 AM got underway and worked up to The head found the straits clear of ice entered shantie Bay came too in Long bay little Shantar Island so ended

Sunday July 10.

At Anchor in Longs bay 2 boats away at 2 PM boats returned reported plenty whales & plenty ice we sent of 2 more boats we saw greates many whales but they kept in the ice & kept the boats away from them there is som whale struck & boomed but very few sawed The

Monday 11th
 Ships at anchor all the boat away got nothing
 weather foggy plenty ice in the bay So ends

Tuesday July 12th
 First part fresh breeze from N E & good weather
 Latter part thick fog & rain boat all away
 So ends

Wednesday July 13th
 First part light air from the Eastern quarter
 Ship at anchor in long bay at 4 PM boat
 Cain on board had seen a few whales
 At 7 AM got under way and
 Cain up the bay some ice
 So ends all well

Thursday July 14th
 Came in with light air from South & foggy
 At 2 PM spoke ship Silver Cloud
 Capt Coggeshall with Capt Crowell went on
 Board at 5 PM Cain too in 14 fathoms
 Sent the other 2 boat away to look for whales saw none
 We scraped & dried some bears so ends all well

Friday July 15th
 At anchor all boat away the East side of the bay
 jammed with ice saw quite a number of whales but very
 thin count 47 ships in the bay 180 boats and about as many
 Whales we employed with the ship keepers scraping bears
 So ends


Saturday July 16th
 At anchor saw very few whales weather quite clear
 Light N W wind & good weather ships fleetly to all parts
 of the bay 4 ships laying saw both schooners the Caroline &
 Frost So ends

Sunday July 17th
 Light air from N E & good weather ship at anchor
 2 boat away at 4 AM got underway and staid out the
 the North several ships underway & plenty at anchor
 So ends underway

Ship Minerva in Shantar Bay

Monday July 18th

Light airs from S E & good weather steering to
 NW with all sail at 2 PM came too of the West
 shore 2 miles from the land hoisted 2 boats & dived
 at one whale missed him came on board at 6 PM
 Found our other 2 boats alongside with a whale
 At 4 AM sent off 4 boats Capt & ship keepers cut in
 the whale so ends


 Waste boat. Tuesday July 19th

Ship at anchor under Eagle
 point all boats away looking
 for whales, we have had good weather the last
 2 days at 5 PM 2 boats returned had seen 1 whale
 Saw one whale taken to Thomas Dickenson
 Latter part all boats away saw very few whales
 So ends

Wednesday July 20th

Ship at anchor boats away whale very
 shy, wind light from the North
 So ends

Thursday July 21st

Fine part strong wind from NW and some
 rain ship at anchor latter part light wind
 from SE & light fog at 6 AM got under
 way and steered to the North 2 boats away
 So ends

Friday July 22nd

All this day light variable wind & good weather
 ship working in for Elbe Island at 8 PM came
 too in 8 fathoms water land dist 3 miles latter
 part employed bayling so ends

Saturday July 23rd

Ship at anchor at Elbe Island employed
 bayling at 2 PM took the anchor and steered
 up the bay NW at 6 finish bayling at 8 PM
 came too in 9 fathoms nearest land on north
 shore NW 7 miles, South, SE 6 miles
 Latter part strong wind from West all boats off-
 New few whales so ends

South West bay July 1859.

Sunday 24th & Monday 25th
Strong Wind from the West & rain.
Ship underway & steered up the bay too
8 PM we saw some whales & fatherly
ships at noon anchored in 7 fathoms
water. Good bottom so ends.

Tuesday July 26th

At Anchor 6 miles from the land & fatherly
Wrote at 3 PM 2 boats returned they had seen few
Whales but they were very wild at 4 AM broke out the
Fore hold & began to stow down and oil at noon.
Finished we put down 60 bbls so ends.

Wednesday July 27th

Begin with light breeze from East at 1 PM got underway
And steered in to SW at 4 AM too again in 6 fathoms
Stood the sails 2 boats came on board & put up again
Too look for whales saw great many whaling ships under
way going to the Eastward whaling very scarce we have now
4 1/4 bbls 20 gallons off. Oil there is now in the bags 100 ships
And they will not average 150 bbls latter part calm all 4 boats
Away we saw nothing, whales have stepped out so ends.

Thursday July 28th

Begin with fresh breeze from East & good weather, ships
At Anchor at 5 PM 2 boats returned had seen nothing like
Whales the ship Cincinnati got underway and steered out
Too the North the Barque Warrellt is at anchor nearby
And the Brig Oaker not far off. we have 2 boats still
Away middle part calm latter part light air from East.
Out 2 boats came on board we turned up Starboard & bow
Boats to clean their bottom so ends 2 on the sick list

Friday July 29th

First part light air from NE & good weather
Ships at Anchor 2 boats away to the North.
Middle part fresh breeze & fog latter calm & clear & pleasant
weather we employed braking out between decks & drying
Boan at 11 AM our boat came from the shore & brought
some fish salmon whales very scarce their bag not been one
seen this 3 days headabout the ships & boats are moving
in all directions the French ship Wilkeson lost a boat
Crew last night by degustation the Oaker still at anchor
Close by & schooner Caroline
So ends

The ghost of Joseph or superstition of Portuguese

Saturday 30th July 1859

Fine paste light air from East & good weather ship at anchor 2 boats away to the NE we employed drying beam. Latter paste light fog 2 boats still away As. morn. ~~we~~
 I learned today by one of our seamen that an apparition was seen in the fore-castle the cook it seems was lying in his berth & something layd hold of his hair he was wide awake at the time and could see nothing he said that there was no one awake but him still something tugged away lustily at his hair he made no attempt to rise & see ~~the~~ who or what it was but lay perfectly still untill it let go the cook by berth is a Portuguese belonging to the Cape deverd Islands still latter in the night another one of his countrymen saw something swimming about the fore-castle in shape of a man he being rather more bold then the cook determined to see what it was accordingly lit a lamp and looked for his strange visitor but nothing was to be seen he thinks it was so that was buised on the shores of the Sagelan gulf the 19 of June last he is of opinion that he has visited the ship again some of his wrongs inflicted on him by some of his countrymen the Kanakas these people are also superstitious they believe that he was poisoned at Honolulu by some one that had a grudge against him and that he was not to die untill such a time And I am informed by one of the natives that he knew when he died notwithstanding he was 20 miles from the ship when his death took place this may be all true but for my part I neither believe in ghosts hobgoblins nor spooks I believe that when a man dies and his burial takes place that that is the end of him in the Commercial world

But Come tell me

Gallant sailor come tell me true

Has poor Joseph ever ingused any of thy crew

If not why think of him while fast locked in

Many of you saw him in the ground layd deep, ~! Sleep

But Alas my friends my ghost shall haunt my foes
 Aft, on deck & in his berth below

It is long that I have sailed in thy fine ship;

I never was cuped nor felt the whip

My friends were good they tried theys best

To ease my pain & soothe my distress

Now I am gone let me forgotten be

But prepare for the like & follow me

My Journal in Ship Amieva 1857.

Sunday July 31. 1857

Variable wind & weather Throughout the day ship at anchor
No whales to be seen and nothing remarkable on board
But my visit to a small settlement at the head of this bay may
be read with interest by some so I will pen things down as I found
them when the chance of the day was over I being a long distance from
the ship had to find some place to haul up for the night accor-
dingly entered the mouth of a river about $\frac{1}{4}$ of a mile wide & pulled
up about $\frac{1}{2}$ mile when I saw a few dilapidated huts that looked more
like the ruins of what once was, but on landing I found these
huts inhabited this was about 20 of them and I should judge from
what I saw that the people numbered about 40 they were a mixed
Race of Russian & Tonguese they were very friendly their doors
were thrown open to our people & the best they had was set before
us by way of refreshment this is to be wondered at too after such a
tragedy has lately been enacted ~~so lately~~ by and American officers
On one of their skin all that I know of the affair is what has been
told me by those that pretend to see & heard the whole transaction
It appears that the officer in question had been taken or trying
to take some liberties with the old Russian daughter and the
old man had respectfully warned him to leave & not trouble her
more but of this warning he took but little heed & went on as before
It is said that the old man then made some motion with a knife
that he held in his hand at this time the officer was in his boat &
some 10 paces from the Russian and without any more ado he
loaded his gun which was intended for killing whales drew it up too
high & fired the ball took effect in the old man's thigh he
fell but was taken up not quite dead he lingered several days
and died this is as it was told me, now would ask if this had
been done in any civilized country what would have been this man's
sentence before a court of justice nevertheless these simple minded
people seem to think little of it & treat us as tho nothing had
happened still I think it will be worse when it is generally known
Among the more enlightened Russian at the City of San Francisco
that this officer belongs too is an American built ship she is
owned by parties at Honolulu she is commanded by an American
officer by American citizens flying the Grand Standard of the
United States but alas lately from Honolulu now the question
is whether she is to be called an American ship or otherwise
She is called the Florence & formerly sailed from Worsin Rd
from whence she sailed in November 1855 on a whaling voyage
to the Pacific she lost her Captain in the Japan Sea in 57 she was
sold at Honolulu in 58 & purchased by Thomas Spencer and is now
on a whaling cruise in this sea her present master is Rhoda
& Spencer. Brother to the owner she has a tender the schooner
John Dunlap she is also commanded by an other brother
The Florence is a fine looking Basque of 326 tons burthen

Ship Minerva in S.W. Bay August 1859

And with the Active officers attached to her together with those of the tender bids fair to make a good thing of it it was denoted by all who visited her previous to her sailing that she was the finest & specimen of a whaler that ever pleased from that port & belonging they Honolulu bids by as a whaling port there is everything that can be wished for to make it so its harbor one of the best in the world capable of holding 300 sail & more if needed her government aided by foreign relations in my opinion just 2 of our late consuls are employed as prime ministers & many more hold by offices. Under the late King he is now about 26 years of age & about as fit to govern a nation as I should to be a preacher. But time will show.

I went on shore today at Ebo Island and saw the winter residence of Capt Handy & crew late of the ship Phoenix of Nantucket that was wrecked here in October last she drove on shore in a NW gale and became a total loss crew all saved & wintered on the Island I saw the house that was constructed out of the ship the spars were used for uprights & the planking as it drifted from the wreck for boards to floor & build the sides & roof one toy pot with a hole stove in its side was used for an oven & heater too the house they lived quite well through the winter the provisions saved from the ship served them well one Russian family lived with them during their stay.

Far different was the fate of the Basque Ocean Wave of New Bedford that was wrecked in the same gale a day or two later the last account from her is by Capt Handy he saw her while his ship lay a week she was then drifting through between Ebo Island & the Tompin rocks but she could not drift far for I am informed by Capt Rice of the Faith that he has been on a ledge of rocks where at low water he saw a chain cable stretching along on the bottom & a ship's rudder close by it undoubtedly the Ocean Wave struck her & not a soul was left to tell the fate of the rest her uper works drifted on shore at Ficklestep the Ocean Wave. Was a new ship of 380 tons she was owned by Henry Taber & Company of New Bedford Mass & commanded by Capt Baker of Kenabece Maine she was two years out at the time of her loss. Several trunks & safts have been picked up about the bay which show that the crew must have resorted to this to get off the wreck. But I fear none of them ever reached the shore if they did it was only to die with cold & starvation. As yet not one has been heard from.

1839

Monday August 1st.

Ship at Anchor at Ebo Island employed
Wood & wattering the ship we took a few
Plank from the wreck of the Phoenix at 6 AM
Light breeze from the Westward got underway
And steered to the SE latter part calm so ends
at anchor

Tuesday Aug 2

Light air throughout we got underway and
steered to the Eastward passed the 10 pm lock of
Headed over for the Island Gickelof latter part
Calm saw some whales so ends

Wednesday Aug 3rd

Come in with light breeze from East boat of for whales struck
One saw the son at 4 took up 3 boat thick fog & wind in evening
double reefed the tops middle part fresh gale from NE &
Fog latter calm & fog we saw a few whales going quick so ends

Thursday Aug 4th

Calm first part At 2 PM let go the anchor in 17 fathoms
At 2:30 2 boats crews from the ~~main~~ Reynoers came
Along side they had taken 2 whales the day previous they
were looking for this ship latter part fog & rain
So ends

Friday Aug 5th

Light air through the day & fog nothing more
Remarkable but our missing boat

Saturday Aug 6th

Fresh breeze from East & fog at 1 PM took our
Anchor & steered to SW 8 miles & brought up again
in 14 fathoms 3 boats away latter part fog & rain
So ends

Sunday Aug 7

All this day had NE gale & hard rain ship at anchor
in 14 fathoms so scope no tidings of our missing
Boat so ends

Monday Aug 8th

All these 24 hours strong wind from NE &
thick fog & rain at 9 AM got underway
2 boats crews from Brig Maui on board
Heard from our boat they had got a whale
Took him to the Chandlers Place
So ends Basom to 290.

My Journal S.W. Bay

Tuesday Aug 9th & 10 Wednesday
 Fresh breeze throughout the day ship at anchor
 All boat away we saw very few whales got nothing
 So End

Thursday Aug 11 up to Thursday Aug 18.

Nothing very remarkable the wind & weather changeable
 As usual in this bay the 12 it blew a fresh gale from
 N.E. there is plenty ship in the bay they are doing very
 Poor we have taken 3 whales that have yielded 145 bbls.
 Capt Westerman of Ship J.D. Thompson Died & was buried
 On Elbo Island the 10 of this month the weather at present
 is good but whales since our boat are all away looking
 for whales ~~Barometer at 780 mean the last 8 days 880.~~

Thermometer at 780 mean last 6 days 660.

Barometer 29° 6. Mean 29° 3 tenths last 6 days.

I notice one Russian Armed schooner in the bay
 But what her business is I cannot tell she does not
 trouble our vessel no we do not trouble her.
 Is about 150 tons & mounts 2 guns

We have now about 620 bbls Oil & that is
 300 more than the average up to this time

So End & begin Friday 19th 1859
 Up to Thursday Aug 25.

Not everything very remarkable we have left S.W. bay
 And come to the Shantox we took one whale
 the 21. the ships in the bay have done well the
 last week but there is many here that have done
 Bad the Mary of Wanktucket has not taken a whale
 the season many others have just graced they are poor
 the weather is quite good at present but the
 worst is to come September will soon be along
 And then lookout for squalls

Friday Aug 26.

Light S.W. wind & fog ship at anchor employed buying
 & greasing many ship in the bay moving in all directions whale
 scarce we saw our old friend Capt Wilson I am glad to hear
 she has done well 2 of our boats are away they have gone
 too the rocks we have now 680 bbls oil
 Latter part get one whale & get the waste hunt
 shore all our boats returned
 So End

Ship Minerva 1859

103

Saturday 27. & Sunday 28.

Strong gale from NW we cut in our whale & stowed down 70 bbls of oil smoked ship & killed about 100 rats. They have eaten into every thing & plagued us very much and good old ship rode with one anchor & 45 fathoms chain in this gale like a sea gull while other ships are dragging all over the bay.

Our Barometer stands at 29° degrees which shows a gale.

So Ends -

All well

Monday Aug 29.

Good weather throughout this day ship at anchor employed baying & setting up hooks no whales to be seen our boat all on board at night & of again in the morning this whale makes us about 80 bbls making in all about 750 bbls our barometer is now at a good weather point she has watched & told the weather well & I have watched her.

At noon today Baromtr 29° 6' & on a stand.

Tuesday Aug 30th.

Strong NW gale ship at anchor of Eagle point employed baying 2 boats away to the South so Ends.

Wednesday Aug 31. ship at anchor baying and stowing down at 3 PM took one whale alongside and began to cut at 6 hove up the anchor & drift to 2 miles to the North let go again in 14 fathoms water latter part broke one of our try pots.

So Ends Calm Baromtr 29° 4'.

Thursday Sept 1st.

Calm with light airs from North ship at anchor employed setting try pot 3 boats away latter part strong wind from NW Baromtr 29° 3'.

So Ends.

Friday Sept 2nd. Calm with light wind from NW & good weather ship at anchor at 1 PM our boat came to the ship loaded with legs this whale had drifted on shore & he had took out his liver at 4 PM finished the try pot 2 boats away to West latter part 2 boats came with the whale bloomer they had skinned him on the beach.

So Ends baying

Ship Minerva SW Bay sept 1839

Saturday 3rd & Sunday 4 Variable wind
And weather ship steering down the SW Bay all
the boats on board no whales in sight plenty
ships all appear to be idle we find bagging this
fair makes us up 800 bbl strong cold the ship
owners in New Bedford look down among these ships
now they would think their money poorly invested
went too striped bluff saw no whales & only 3 ships
Out of 30 bagging had shoe put back again for Shantaw
Bay latter part 2 boats in shore saw nothing employed
On board painting boat So End

Monday the 5th Anchored 5 miles NE of Eagle
Point 2 boats away saw nothing secured a visit from
Capt J Little of the ship Hillman day End with
light air all round

Tuesday 6th Wednesday 7th & Thursday 8th
Variable wind & weather ship at anchor 3 boats away
Too the head of Shantaw Bay saw no whales nor any
thing else worth notice ships on the rocks in a rain
storm & get a devil of a cold nothing more this
time So End

Friday the 9th got underway & steered to NE
Bound out on the North shore Variable wind &
Weather saw plenty ships in Filizet at 6 PM East
End of big Shantaw NE 7 miles North End Filizet NW
& miles ships head NNE latter part light westerly wind
We employed scraping boat spoke ship Daniel Wood
Mason Master 400 bbl season So End

Saturday Sept 10th light variable wind & Cloudy
ships head by the wind NNE with all sail watch well
employed scraping boat the Daniel Wood in company
We had today of the Death of Captain Josh R Tallman ship
Friday he died 20th of August & was buried at San this
& the third Captain's Death that I have put down in this
Journal this season Capt Tallman was truly a good
man & a mason his loss will be felt by many that have
had the honor of his company this brings to mind the text
that I heard given at a funeral some years ago
For Behold the Lord taketh away the Captain
At 10 AM came to in 7 fathoms water Hockey Point
SE 1/2 miles
All the boats away whaling

Ruth & Rebecca my Mother & Sister

Sunday Sept 11. Fresh breeze from East
And passing close ship at anchor off Cape Ensay back
Away looking for whales we find them very scarce

But look at the top of this page what brings home
Keared then to think of such beings as a mother & sister
That mother too bending under the heavy weight of three
Score years & 10. never the less the last account from her
She was well, surely God is greater but a little moribund
Saying to say to me will you ever see her again and
Again I say God is greater, it may be his will that I should
But if willed otherwise what have I to answer for 8 long
Years I have been a wanderer from that Mother & home
And no slave in the mines of Goleonda ever washed harder
Or been more exposed than I a reason can easily be assigned
The one that should have been my best friend disgraced & deserted
Me & what had I to live for in that country where she
Breathed enough let her go God is greater & all things
Will have its end

Ruth the name of my Mother a
Scriptural name we read of Ruth gleaning in the
Fields of the Rich Boaz, & afterwards taken to wife by
Him for her many virtues and became a princess of
The Land & blessed were the descendants of the humble Ruth
Truly God is greater

And I an uncouth being attempt to write of his wonderful
Works but these remarks are all tried & I cannot conceive
Why I have not an equal right to pen them down as
well as the more learned and were I a good writer I would
Sew still more the countries that I have visited & the manners
And custom of the different nations the civilized as well as the
Savage would fill a large volume but I am not capable
Of the task but while exposing my ignorance I must not forget
My Sister. Rebecca, I fancy at times that I can see her smiling
Face & hear her calm voice as she utters these words O brother
Don't go to sea any more but stay at home with me we are so
Lonely when you are gone poor dear sister if you was so lonely
When I was absent but one year how must you be now since I
Was eight years last month that you took leave of me in Boston
Yet I say God is greater

In the bible we read of Rebecca at the well & Harpers Magazine
I saw a beautiful illustration of her standing dressed in the ancient
Costume with her vessel filled & offering the cool beverage to the travelers
And how often have I read that passage & thought of that fond one
At home that would forfeit everything but honor to please any
One to conclude I think every one that reads this cannot help
Saying with me scarcely God is greater

1859.

My Journal in the *Minerva*Monday Sept 12th.

NW wind & good weather we get underway from rocky point & stand to SW towards the rocky whales we find very scarce ships are plenty and very good I went on shore today to hunt an boats mast I found plenty spruce And Hacamatae about the right size for studding sail booms but nothing big enough for yards Or topmasts there was going at this place A plenty of birch very much like ours at home this coast abound with wood berries are also found plentyfull they are in shape like our whortleberry At home but very different in flavor they grow on a small shrub about 3 inches from the ground that resembles our Tangy bear is found another like our blackberry ~~bear~~ In shape but of a redish color & flavor like our swamps apple, watterersfy & shubark is found in every rivulet on this coast

4 Miles SE of rocky point is another small bay I write be termed a grave yard Or tomb W & Douglas second mate ship *Prasia* there was buried here July 2: 1853: his age 30 years a cross is erected near the grave of Mr Douglas which I suppose to be a Russian grave the inscription on this cross is as follows

18:47 H O H A .. 29.

About 10 feet from this cross I notice a new grave from the board at the head I copied the following

Benjamin E Hunt Died July 7. 1855 aged 29.
On board Barge *Louisa*

The mound on which these graves are placed is nearly a Tomb it is half round at the top it stands about 12 feet above hi-water mark while its base is washed by the flood A Beautiful rivulet flows within 40 feet the valley far back is covered with undergrowth of the spruce & Hacamatae



3 grave mound

Rocky point Lat $55^{\circ} 40'$ North Long $136^{\circ} 44'$ East

Siberian coast Russian Empire

This is quite a good harbor with the wind from NE too NW you must bring the outer rock too least SE by E 1 1/2 miles & anchor in 7 fathoms water

Siberian Coast Russian Empire

Tuesday Sept 13.

Light North wind throughout this day we left the anchorage at rocky point & steered down SSW Bay several ships in sight all bound to the Westward Latter part we saw 2 whales they were very wild At noon dark cloudy weather so Endz

Wednesday Sept 14th

Commence with strong N.E. wind & cloudy with rain At 2 P.M. calm too at Elbo Island in 7 fathoms water Middle part light wind & had rain at 9 A.M. Got underway & steered to the Eastward at 11 A.M. Fresh gale from S.W. & bad weather so Endz

Thursday Sept 15th

Commences with fresh gale from S.W. accompanied with snow & rain at 4 P.M. calm too in Lickistop in 7 fathoms water dark mud bottom found 35 ships At anchor & baying we saw new main topsail braces And whale ropes & took on board our share of oil from ship Chandel Price 27 bbls the whale she cut for half it Made 54. bbls So Endz.

Friday Sept 16th begins with light breeze from West & good weather ship at anchor with 40 fathoms Scope barometer falling middle had gale from S.W. with rain & snow latter part more moderate Really winter has set in with a vengeance therm 58° So Endz.

Saturday Sept 17th

All these 24 hours fresh gale & good weather we employed wooding & scraping barometer 28° 9. Thermometer 59° 1/2 So Endz.

Sunday Sept 18th

First part strong wind from S.W. and good weather still at anchor at 4 P.M. took on board 4 boat Load of wood middle part calm at 6 A.M. got underway Made all sail & steered out on a wind to S.W. at 10 P.M. Fresh gale from S.W. we split the mainsail at 11 A.M. Boar up & strove to gain the anchorage at 11.30 A.M. Calm too again in 7 fathoms stowed the sails And barometer keeps down at noon she stood 29° 1/2

So Endz All well

General Remarks on board ship Minerva

Monday, Sept 19th 1839.

Begins with fresh NW wind & fine weather but
 A sized sea ships at anchor in fishings in 7 fathoms
 Water one boats crew away to the reef fishing, small fish about
 the size of our first fish at holm are taken in great quantity
 They are really a luxury in this region more so when one has been
 Dieting on salt junk & hard bread the last 10 months

at 9 AM found our ship to be dragging her
 Anchor we let go the best hower but the cable fouled around
 the windlass & did not bring her up we drove down about of
 French Whale ship Gustave we did him but little damage
 And finally cleared him after cutting away our jib fly
 jib & forest stay and labored till dark forward we
 Stove in but we are all right again

We had a number of visitors on board last night Captains of
 Disassent ships in the harbor and among them a medium a
 Megmerizer or a damned fool and am at a loss to know which he put
 one of his men to sleep & then questioned him on different subjects
 All of which he answered satisfactory while he slept he told many
 things that had transpired on board of ships this season he told
 the exact position of the chronometers on board of the ship Northern
 Light & the contents of her medicine chest without ever being
 On board of her he also told of things that had been done in
 Families since the father had left him. & no doubt but
 Some of them was true it wold in my estimation be unusual
 if they wernot after he waked up i went to sleep & dreamed
 of nothing but hobgobling & spirit rapping the remainder
 of the night when i awoke this morning i jumped out of my
 Beeth with the expectation of seeing the Cabin turned upside down
 Kicker unshipped table slung in the foretopmast cross trees & jibboom
 hinged out of the Cabin window but this was all a hombug too
 For her lay the old ship swinging to her anchor and
 hiding out the water like a sea gull

Day Ends with good weather Bartr 29° 3 1/2 tenths

Tuesday Sept 20 Begins with good weather ship
 At anchor and all hands employed fitting rigging &
 Binding our jibby that were carried away while in comba
 t with the Frenchman latter part got underway &
 Dropped in toward the land we broke out & stood off
 the between decks & got up our new mainsail &
 Bent him our Barometer is falling and i expect
 bad weather she tells the truth generally
 At Noon Bartr 29° 3"

Thermtr 44° degrees

No Wind

September 1859.

Wednesday Sept 21.

Come in with fresh gale from North and thick weather
At 1 Pm brought up in Filixstop harbor in 7 fathoms water
SW end of the Island N by E 4 mile nearest land North 2 mile
At 7 Pm let go the best bower under foot raised out too 40 fathoms
On the small bower middle part gale increasing & barometer
falling at 7 Am strong gale from NNE & hauling to the East
ward their is now 25. Ships at anchor & plenty more coming
Several ships have drove a grateall but what they will do
When the gale is at its hith is more then we can say The
Sun crosses the line tomorrow & they certainly must answer
For the line of September gale not withstanding we have had
Several gaily this month our barometer is good The has given
timely warning every gale we have had this season the 18th & 19th
of this month she fell too 28° 8 tenths since which time we have
Had 2 days quite good weather but the Barometer did not rise
But 3 tenths & began to fall again on the 20th this gale began
Too blow yesterday & has increased gradually evience at 4 Pm this
day the Barometer stood 29° 3. at 10 Pm 29° 1/2. at 4 Am 29° degrees
At 10 Am 28° 9 tenths at noon 28° 8 1/2. now if every seaman wants
An instrument better then this let him go where he can get it. or too
The Clerk which ever best suits him! for my parte I cold trust
Life too her & think myself safe

at Meridian hard gale from N by E
And every appearance of being harder but the old ship lays as snug
& comfortable as she wold in Rodmang pond So Ends.

Thursday Sept 22nd First part hard gale from

N.E. & hard rain at times both anchors ahead with 60 fathoms
Scope middle part calm latter part light breeze from the
Westward we took up our best bower got off 5 boat load of wood repaired
the mainstaysail So Ends

& begin Wednesday sept 23.

Good weather throughout the day we dried some bean & put
it between decks not anything more this day

Thursday Sept 24th

Come in with good weather with light southerly breeze ship
At anchor at 6 Am got underway steered out to Westward
12 ships starting out of Filixstop at same time we find scraping
Bean & stow it between decks So Ends

Friday Sept 25

Good weather we saw few whales but got none at 5 Pm
Took up our boat latter part run down the North shore
saw nothing but ships So Ends

On the Coast of Siberia Sept 18 59.

Saturday September 26. First part light breeze from South
And cloudy we steering down the north
Shore in company with Ship Bowditch at 7 PM parted
Company with her, middle part calm latter part light breeze
From SW we looked for a whale but saw him no more
Took up our boat at 10 AM So Ends

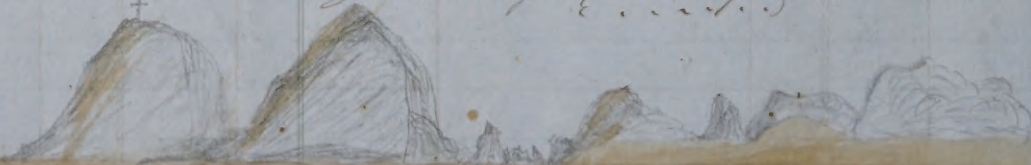
Sunday Sept 27. Commence calm & land distance
2 1/2 miles at 1 PM hard squall from NW we took in sail too
The double reefed topsail stowed NNE at 2 PM passed the
Schooner Caroline E. Cook master she was bound to San
Too hall up for the winter the sight of this little schooner
Was truly grand it was blowing hard from NW at the
Time & the little craft could only show her reefed foresail
But she made good weather of the gale & went along
Quick she is an American built vessel 108 tons burden
But at present flies the Grand Standard off Hawaii
Monday

At 2 PM squally we closed reef the topsail & stowed the courses
At 5 sent jib & main topsail middle part strong gale &
Dark cloudy weather we stowed NNE at 8 PM bent new jib
And main topsail made all sail At stowed NNE So Ends

Wednesday 28th Commence with light breeze from
South and fine weather we steering NNE with all sail
At 1 Capst went on board ship George Howland, at 5 PM
Saw the famed City of San bearing per compass N by E 1/2 E we
steered in for it at 6 PM came too in 7 fathoms water sandy
Bottom latter part fresh gale from NE we let go the second
Anchor found about 20 American ships, heard 2 Russian whalers
And 3 Brigs from Sandwich Island So Ends

Thursday 29. & 30. at Anchor in Huan
29 fresh gale from NE & rain Schooner Caroline arrived
Halled in shore & discharged her ballast.
30th hard gale from NNE both Anchors ahead 30 ships
At anchor the whaling season about up nothing more
Remarkable this day So Ends glad 29. 5 tenths

Schooner Caroline bound into Huan Sept 31 18 59



City of Ayan October 1839.

Friday Oct 1st.

The N.E. gale is about done but the clouds have not yet broken up they hang so down upon the mountains & seem too say look out for us we have not settled the account with you yet it is raining as hard as it can pour down & this famed city of Ayan looks as tho it was abandoned not a soul can be seen in the streets if street they can be called no sign of life but that domesticated animal the dog and they appear to be nearly starved out yesterday I tramped past every house & the only persons I saw was 2 little girls that were at one of the windows the most conspicuous building that I saw was the Church a large log building with 6 bells in front over the door and dome the shape of a try pot bottom up with a Greek cross at the top this dome is sheathed with black tin & painted brown, one more structure that might be noticed the government house this was about 250 feet long with several different apartments & 4 front folding doors and gothic windows at the top of them this was used for storage for goods & was to be sent to the capital there is a platform before this building on which is mounted 10 guns this is to defend the whole town or city as it is called these guns would be useful in case of surprise as there is 2 places to land one of them to the 1st mile East of the town & nothing to hinder as many as pleased from entering this garrison is more for show than anything else the guns are placed too near together to be worked the platform too narrow to turn them round but it bears the name of a fortification & that is enough these people are not fond of work previous to the late war with England they had begun to build a schooner they had her keel & floor timbers laid when the combined fleet of England & France landed but they did not trouble her & now she lays the same as before with a few planks on her sides I counted 26 houses in the city that were fit to live in and old raft of logs moored off about one cable length from the landing covered with canvas which I am told was used for a bathing place put all these things together in a valley of 20 acres of wood land half of the wood cut down and stumps left about 4 feet high with a pond of water before it & you will have quite a good representation of Ayan I suppose the inhabitation to be about 250.

Well I must say that the women here are very beautiful but the men are far from it the cattle to judge from the beef that I had for supper must have been fed on iron hoops or scupper nails we took on board today a small steer his weight 243 pounds 150 lbs Boon 50 lbs hide & 43 of hard black beef as tough as old nick himself but even this is better than all salt junk better still to think it was the best that the market afforded

Turn over

My Opinion of Ayan continued

And very liberal on the part of Capt Crowell in procuring
 It at this time our provision is getting short the old ship has
 been a long time out & we cannot expect to have every
 thing as good as when she sailed from Holm.

I cannot see anything good but her at Ayan.
 But a very few half starved cattle some few of a very poor
 Quality several old spurs from the condemned ship Alexander
 Coffin and a from 15 to 20. skeleton Anchors that looked
 As tho they were used at the mooring of Boats. Ask
 These are all that I saw that looked like trade and as for the
 Town it self w^{ch} it looks as tho it mite answer well for a very
 Warm place that I often heard spoken of.
 Living here is a Doctor a German by birth he is married too
 One of the fair daughters of Siberia of Russian decent
 And day before yesterday was her birth day they had quite
 A jollity on shore & the ships in the harbor displayd
 Their national flags at the peak on the ~~celebration~~ Occasion
 And I can only say long may she live to see the grand
 And Independent Standard of the United States floating
 Proudly at the peak of an American Whaler on the
 Anniversary of her birth this I think will do for Ayan.

It will be remembered that Captain Joseph R. Gallman
 of New Bedford Mass died & was buried here the 20 day
 of August last and I was very anxious to see the final
 resting place of that noble man inquired on shore of
 One that it met but he could not understand me to another
 I made the same enquire by mastering all the Russian
 I could make him understand and in like manner he gave
 me to understand that the Almighty dollar would be in
 Wanting in order to find the Place he was very close too me
 When he went through the pantomime with his fore finger of
 his right hand he struck a circle in the palm of his left
 About the size of a dollar & then pointing to a valley between
 2 quite hi mountains saying at the same time tarlon delyo
 gad I shold here given him the sum mentioned had I not
 At that time smelt his breath the very fumes of Heabondz
 Gin & tho^t it much better to go alone and try and
 find the place myself then employ a drunken guide
 A Portuguese boy belonging to the ship volunteered to go with me
 So with the rain pouring down in torrents I started up the
 Valley to the Eastward & by tracing pine bow along a rugged
 Path succeeded in finding the grave there is 3 others beside
 The one that I was looking for, one is inclosed by a
 Wood Fence painted Green a Cross painted black is
 At the head or to the East end of it which I suppose to
 be the head. no inscription is to be found to tell

*

Departure from Agam October 18th 59

Who laid moldering underneath, but to me it was a stranger's
 Grave the cross & Catholic had it been & like this it would not have been
 Here it would have been in the Greek grave yard at the SW
 Corner of the inclosure was a newly covered grave this I am informed
 is that of Capt Tullman no stone no slab marks the spot, there
 he lays or he that once was, on the SE corner is the grave of one
 of Captain Tullman's men that died last year there they lay
 Master & man unequal in the commercial world but equal
 Before God! there they lay & there they will lay & rest until the
 Resurrection piece too them & too all

While at the grave, & looking upon the tall mountains on either
 side of the valley these words occurred to me and future refer-
 ence I will pen them down as follows

~~~~~  
 { While gazing on his grave I could only regret }  
 { That he lay in this valley under the lofty Corbett \* }  
 ~~~~~

Sunday Oct 2. First paste fresh breeze from SW and
 good weather 2 boats away looking for a tree
 Big enough for top gallantmast at 6 returned
 Colonel found one the coast hereabouts seems too
 be well cleared of large trees. middle paste squally
 At 6 AM home short made all sail at 6:30 tripped
 and anchor & tided out through the flut at 7 left
 off ESE for the straits ships splendid Onward &
 Delaware in company latter paste light breeze from NE
 At 8 AM true Altitude song base limb $15^{\circ} 09'$ lat $56^{\circ} 23'$
 Found by these observations and Chronometer to be
 8 miles East of the ships true position so End song $138^{\circ} 38'$

Monday Oct 3rd to the 7th Friday 3rd had quite good weather
 Wind light from SW we steered to the Eastward to the best
 Advantage 4th light baffeling wind & frequent showers of rain
 We spoke the Onward he had been trimming ship all day
 In order to beat the Minerva but the old ship said no you
 Don't! the Onward is a modern Clipper having been built
 in 18⁵³ while the Minerva is an ancient Clipper having
 been built in 18¹⁶ the Onward is 13 months from home with
 a smooth bottom while this old ship is 40 months out & has
 but very little capped left & that is solar up in bundles the size
 of a deck bucket parts of her sheathing is knocked off & her sides
 as well as her bottom looks more like that of a mud digger
 Nevertheless the old ship hurrys the clippers & puts to blush
 some of the Commanders that are always boasting of their
 locate sailing We find the 7. * Russian Mountain

Ship Minerva leaving the Ochotska Sea

Saturday Oct 8th All through the day light wind from NW & good weather we steered SE with all sail one ship in sight to the south. We unbent our main topsail repaired him & bent him again we very often see a sail in this passage down to the Islands the reason of this is that the whalemen all leave the ground nearly at the same time here before I have been raising them Astern but they would soon be up with me & some times range ahead before going out of sight but in this old ship the ocean changes we desert them ahead & soon pass them the old Minerva will not be hurt by any of the Modern Chippers.
 Lat Obs^d 53° 25' N
 Long Obs^d 150° 25' E

Sunday Oct 9th All these 24 hours brisk breeze from SW and good weather course SE we carried all sail at 10 AM loosed the boats for a right whale we could not get fast to him it was a very large whale or so he looked to us after getting those small pogy, two heads that make from 20 to 150 bbl he looked like the King of all whales I got close on to him but he turned & this flock he is in the air as much as to say no you don't. we took our boats up at 11 AM made all sail on the ship & steered of our old course SE by S so ended.
 Lat Obs^d 51° 47' N Long Obs^d 152° 42' E
 Barometer 29° 6' tenths Thermometer 39° degrees

Monday Oct 10

All these 24 hours strong westerly wind & cloudy steering SE with all sail set ship going large at 10 knot & sail in sight bound to the Eastward at noon Island Chirinka bore W by S 30 miles distant. Chirinooten SW 25 miles. Poromuschie Center N 58° W 16 miles Cape Cracca on Poromuschie North 8 miles from which we take our departure for the Sandwich Is. And home. Home Home wold to God I had one, a good ship And plenty sea room has been my adopted the last 30 years the little time I have spent in my own country during these long years has been between my voyages I sum times stay at home two months & by this time I am redy to try my luck again on the blue water, I was brought up to the sea from an infant

Bound to the Sandwich Islands October 18. 59.

Tuesday Oct 11th

Come in with fine pleasant weather wind from SW we carried all sail one ship to the SE last sight of the land so ended

Wednesday Oct 12th begins with brisk breeze from SW & good weather. Steering E with all sail the stranger to SE at 2 PM hoar down to him it was the ship Gideon Howland of New Bedford J. Williams master she had taken 500 bbls this season. middle part fine weather at 10 AM Captain came on board wind hauling to the SE so ended Lat 49.19 N

Thursday Oct 13

Long 167.40.

Begins with increasing breeze from SE we steering to ESE by the wind under all sail Barometer falling at 6 PM in topsail sail & fly jib middle part fresh gale closed reefed the topsail & steeved the courses latter part strong SE gale & hard rain ship bore too head to the Eastward under close reefed fore & main topsails And storm staysail so ended no other

Friday Oct 14th

Commences with strong gale from SE & rain ship bore too head to ESE under close reefed fore & main topsails & storm staysail at 7 PM gale moderated & hauled to West we made prudent sail & steered East. at 2 AM the heavy swell that has been coming from South throughout this gale went down we steered ESE latter part brisk breeze from SW & passing clouds saw a ship to the SE steering SSE so ended Lat 49.46 N Long 170.38 E

Saturday Oct 15th 16. 17. & 18th tenth.

Wind & weather variable rather to cold to waste We spoke the G. Howland & Daniel Wood latter part of the 17th the clouds began to loose & everything looks like Barometer falling wind from SW & sized sea We have been trying and sailing today with a ship that we call the Lancaster she holds us good play much better than the modern clippers that we fall in with she has more sail than we but nevertheless the old ship gains On her soon there is a gale nt for of the barometer falling gradually at noon she stood 29.41 at 2 PM 29.16 At midnight 29.00 fresh gale with heavy squalls at 2 AM wind shifted to West & increased baffled by storm 28.7 tenth at 4 am found it impossible to steer the ship

Hard Gail in Pacific Ocean Oct 18. & 19.

At 5 AM here to head to South. very heavy sea running
 & ship laboring hard Broomtr 28° 4'. Wind still increasing
 And I don't know how we shall ride it out The old ship
 is hard upon her beam ends the main topsail sent
 into shreds the fore sail blown out of the gaskets main
 staysail all in ribbons Main sail flying in all directions
 Fore topgallant mast & yard laying athwart. The fore topsail
 yard jib & fly jib Brooms & sails tattered with the
 spritsail yard carried away & dragging on the water.
 Now & we are watching the main topgallant mast to see
 what go it is bent like a reed but he is loath to give up
 his station & holds on but while we are looking at him
 other things require our attention but it is impossible
 to pass fore & aft the deck without looking on to a
 Rake we have life lines stretched along the decks &
 find them very useful at 10 AM a heavy sea bearded
 the old ship and it was at long time before I could tell
 whether she was going down or coming up every man
 in the starboard watch was drifting about like so
 much lumber the deck was full of water cabin
 all afloat but the noble old Minerva did not deceive
 us she came up & shook her self like a newfoundland
 dog we found ourselves Miners & boats 2 davit & near
 by every moveable article on deck. Brave old ship
 At noon Broomtr 28° 3 1/2 tenths at which time it
 blew a complete typhoon the wind did not shift like
 the typhoon but it blew as hard as ever that I ever saw
 on the coast of Japan.

The 10 of August 1843-

I & my dismasted in one of them in lat 28° North
 Long 163° 40 East

In ship Maritello of Nantucket and I cannot say that
 it blew so hard then as it has the last 5 hours the ship
 Minerva is nearly a wreck and Cooper is lying very low in
 the Cabin with the consumption and I did not think
 there will live long day ends with hard gail and
 every appearance of being headed no other.

It would be next to an impossible to hold a Quadrant
 up to good eye it takes the starboard watch to hold the
 edge of a sheath knife to windward
 19th Oct.

Continued with hard gail & very heavy sea
 Ship here to under bare poles nearly upon her beam
 Broomtr 28° 3'. Middle parts gail broke glass began to rise
 At 5 PM. at daylight light wind we took aboard.

The wreck of the fore top gallant mast laying across the fore
 topsail yard the main topsail & sayl what remaining of
 them broke up in all shapes from a graney to a double
 Wall brace & booms all carried away this fine sight is
 enough we see work before us for at least 24 hours..
 We got the fish tackle hooked to the span at the fore topmast
 head to hoist in the wreck under the bow our mast & yards
 ropes ready to chase the wreck aloft.. while this is going
 our sail is discovered to the windward bearing down for
 us as she drew near our glasses told us she had also suffered
 by the big gale there is quite a swell on at this time
 And our old ship rolls heavy but she managed to get on an
 even keel time enough to bow gracefully to the stranger
 As she passed us we were hailed by Captain Morrison of
 the ship Daniel Wood of New Bedford Mass he had
 lost maintop sail & yard & one boat being crippled
 Outward way not with standing he offered to lay by us & render
 all the assistance in his power but we soon had everything clear
 And a new main topsail bent & kept good way with him
 On our course towards the Sandwich Islands

This day said the sun found our latitude to be
 45° 51' North

Long 177° 49' West

During the gale we had drifted across the Meridian
 In consequence of which we drop Tuesday the 18th & call it Monday
 the 17 to keep the Naxon time the remainder of this week we
 have been employed getting up new spars & sails the weather
 has been variable the wind mostly from North & West with
 frequent squalls from SW wind & rain we have made
 since the gale up to Sunday Oct 23rd 500 hundred miles
 course made good S by E.. at noon today Lat 40° 04' N
 Long 165° 49' W

Too Add a little more to our well filled cup on the 20th our cooper
 Died he took his demise in the night & we don't know at what
 time we found ^{him} dead in the morning we sewed him up in his
^{Blankets} & covered him with canvas put a bag of sand to his feet
 Carried all handy aft the Capt led the funeral service over him
 We then consigned him to his Ocean bed he was a native
 And of Wales -

A very useful man I think he has friends living in
~~Mass~~ ^{Worcester} his Name James Edward Jones.
 And Aged 44 years.

October 18 59.

My Journal in ship Minerva continued

This brings us to Monday October 24th.

Lat 40° 04' 55" Long 163° 49' W

The Old ship going of at the rate of 9¹/₂ knots with good Breeze from WSW we finished our jibboom & bent a rib this giving us all sail except fore top gallant sail. We have no mast nor yard the ship bearing to look like her self again. The weather looks only the Barometer still keeps to 29° 4 tenths but the wind remains about the same. It hauls from West to SW and now & then we have a squall from SW with a little rain. Noble old ship.

She has stood the storm & tempest the last 40 years and she had no notion of receiving us in her old age. I feel much more safe in this ship than I should in many of our Old houses at home in such a gale as I have just described. Her frame worked & timbers squeaked but the best is she came out of it like a sea Gull and could she speak the language would be something to this effect -

{ Do not be alarmed for me my lady -
 { And it make ^{you} a solemn vow
 { I have stood the tempest 40 years -
 { I can stand it now.

Ship Winerva Towardz Sandwich Islandz

Tuesday Oct 25th Strong wind from NW & NWS
 Throughout the day with heavy squalls of wind
 & rain ship going large 10 knots we washed down
 our masts & rigging & bent a new spanked latter part
 began to wash our boat " barometer mean throughout
 29° 6 1/2 tenths So Endz squally Lat obs'd 34° 46' S
 Long Chro 161° 27' W

Wednesday Oct 26th ship's head S by E with stiff breeze from
 from NW by W and heavy squalls at times which makes
 the old ship's tremble. the present velocity 10 knots: we are
 now employed in the arduous job of washing boat " latter part
 light wind from south ship's head E by S 1/2 S. So Endz
 Lat 32° 57' S
 Long by Chro 158° 47' W

Thursday Oct 27th Come in with increasing breeze
 from south middle & latter part strong
 breeze from SW & passing clouds we steered by the
 wind to SE under double reef watch employed washing
 boat " 2 men on the sick list So Endz Lat Obs'd 31° 57' S
 Long Chro 156° 40' W

Friday Oct 28th Come in with strong breeze from SSW
 and cloudy ship's head by the wind SE under easy
 sail at 6 PM finish washing boat middle part of
 above at 8 AM wind shifted to West we steered
 S by E latter part rain we employed washing
 ship So Endz Lat obs'd 30° 50' S
 Long 155° 56' W

Saturday Oct 29th All these 24 hours light
 variable wind & squally
 We steered to South to the best advantage employed
 washing ship I have been nearly soiled up salt cruck
 with a cold but i think i shall survive So Endz
 Lat 30° 05' Long 157° 12'

Sunday Oct 30th All these 24 hours light variable
 wind with frequent squalls of rain we worked to
 the South as best we could at 9 AM saw a ship to
 the windward, steering to SW we are making
 a very slow progress toward Honolulu and
 I have been very sick the last 3 days but i believe
 I am coming out of again So Endz
 No obs'd

And lays before his eyes. Thineff, they complaint
 He soon is made to understand that he committed a
 Of Wind & rain wind blew ahead rather hard
 Weather for a sick man at 9 PM weather cleared a
 Little & wind hauled to SE we steered to the SW under
 Easy sail at midnight fine weather wind South
 Tacked to ESE latter part fresh breeze from SSW
 Ship's head SE watch employed drying loan & fixing
 Rigger trying to get the old ship to look like her
 self again for at least to make a respectable appear-
 ance in port so End Lat obs'd $27^{\circ} 37' N$
 Long $156^{\circ} 37' W$

Tuesday November First

All these 24 hours gentle breeze from South to WSW
 with frequent squalls of rain we steered to South &
 East to the best advantage 3 men on the sick list so End
 Lat $26^{\circ} 30' N$ Long $155^{\circ} 47' W$

Wednesday Nov 2nd Commenced with gentle breeze from
 SW by W fine weather ship's head S by E with all sail
 Watch employed fitting rigging & ripping up old sails
 Latter part wind hauled to NW we steered South saw
 A sail to the NW so End Lat obs'd $25^{\circ} 26' N$
 Long Chro $155^{\circ} 38' W$

Thursday Nov 3rd Begins with light breeze from
 NW fine weather steering South under all sail
 Employed cleaning ship & getting ready for port
 Middle & latter part wind SSE we employed painting
 Loose masts so End Lat obs'd $24^{\circ} 01' N$
 Long Chro $155^{\circ} 51' W$

Friday Nov 4th All these 24 hours moderate
 clouds & good weather we steered S by W with all sail
 Employed in various jobs 2 sail to the Westward
 so End Lat obs'd $22^{\circ} 26' N$
 Long Chro $156^{\circ} 39' W$

Saturday Nov 5th Commenced with fresh trades from NE
 And cloudy steering S by W 1/2 W 2 strangers in sight to
 the Westward at 4 PM made the land the Island of
 Mohree SSE 40 miles

This is my Journal as usual 1860

Monday Jan 2. Ship lying off the Island Capt on shore
 Trading we got plenty bananas coconuts oranges pine apples
 & a few sweet potatoes at 7 cain on board & steered off S by E
 At 11 AM made the Island of Koratonga at noon rounded the
 SW end & saw boats coming from the shore so ended
 Lat obs'd $19^{\circ} 54'$ Long $159^{\circ} 00' W$.

Tuesday 3 off & on boats going & coming from the shore
 Bringing fruit. Wood & Water. strong trades & squalls
 throughout the day so ended Lat $21\frac{1}{2}$ Miles

Wednesday 4th took of 2 boat load of wood & 75 bbls water
 Lay off throughout the night passed the cliffs of Selva
 Saw the Louisa & Adeline so ended no obs'd

Thursday the 5th All these 24 hours strong trades &
 Wood squalls of wind & rain at 10 AM Capt came on
 Board we made all sail by the wind to SE at 10 30
 Passed the Big Kerrywides the way back & trading for
 Coconut oil & Gamy so ended Lat obs'd $22^{\circ} 03'$ South
 Long $158^{\circ} 40' W$

Friday Jan 6. light wind from NE
 We employed fitting rigging & sails saw a ship to the north
 so ended Lat $24^{\circ} 30'$ Long $157^{\circ} 37' W$.

Saturday Jan 7th light breeze throughout the day at
 2 PM spoke the Basque Adeline of New Bedford 1700 bbls
 The voyage at 10 parted company, steered to SE the A
 put away for New Zealand latter parted saw a sail to SE
 so ended Lat obs'd $26^{\circ} 42'$ South
 Long Obs'd $157^{\circ} 46' W$

Sunday Jan 8th Begins with light wind from NNE
 We steering SE employed repairing main topsail latter
 Paste wind hauled to SW we hauled up & steered by the wind
 to SE plenty rain so ended Lat $29^{\circ} 01'$ Long $156^{\circ} 35'$

Monday Jan 9th until Thursday Jan 12th variable wind
 And weather Monday Lat $32^{\circ} 01'$ Long $155^{\circ} 50'$ Tuesday Lat $32^{\circ} 30'$
 Long $155^{\circ} 30' W$ Wednesday Lat $34^{\circ} 00' S$ Long $154^{\circ} 08'$ the wind has
 been mostly from the NNE varying at times to the SW &
 hauling again to the North.
 Thursday Lat $37^{\circ} 10' S$ Long $150^{\circ} 10' W$ We steering course East
 in order to pass to the North of Masiah Thoea reef which
 is not supposed to be layed down correct its lat is said to be
 37° & Long $151^{\circ} 27'$ it is layed down on the charts as very
 dangerous so ended Thursday

Towards the kind of Baked buns pumpkins & pretty fish

Friday Jan 13. Light Southerly wind throughout the day enough dishearten a christian we get along very slowly but what's the odds so long as you're afloat. Well I may end this day for I have nothing to write about we have no obs'n today the lat is about 37° & Long $146^{\circ} 30' W$.

This brings us to Saturday January 14th. Light SE wind and good weather ship standing too ESE under all sail watch employed putting on chafing gear & getting the old ship ready for a big Southern latitude. Roasted & stewed chickens for dinner this to on board of a whale ship & good from home do end no obs'n Lat by GR $37^{\circ} 14'$ Long $146^{\circ} 00'$

Sunday Jan 15 All this day light air from NE And good weather steering SE by S at 6 PM set the studding sails the old ship has made 45 miles with hardly wind enough to fill a sail so end Lat obs'n $37^{\circ} 49' S$ Long by Chron $146^{\circ} 18' W$
By Log $146^{\circ} 08' W$.

Monday Jan 16 comes in with light wind from N & good weather we steered SE by S with all sail at 8 PM steered SE latter part wind increasing & the old ship going of like fun so end all well. Lat obs'n $39^{\circ} 21' S$ Long $144^{\circ} 27' W$

Tuesday Jan 17 fine pleasant weather with fresh breeze from North the old ship began to wake up this is the first part but go on & see how it ends middle part fresh breeze & sugar latter part strong wind from ESE & heavy squalls of wind & rain we took in the light sails so end no obs'n Lat by GR $41^{\circ} 54' S$
Long GR $141^{\circ} 57' W$.

I notice today several pieces of kelp or rock weed there certainly must be bottom some where hereabouts not withstanding we are according to our charts 980 miles from the nearest land. I have also noticed this day a different species of bird they have long straight narrow wings and are of a dark brown color & web footed I think soundings could be found here much less depth than is supposed by most of navigators.

Wednesday Jan 18 These 24 hours brisk breeze from East & Light showers of rain ship's head by the wind SSE under all sail employed in ship's duty making spungason & CaCo Co.

Lat obs'n $45^{\circ} 38' S$
Long Chron $141^{\circ} 08' W$

1860
Jan 19

Remarks on board ship Minerva

Thursday Jan 19th Throughout this day fresh breeze from ESE & good weather steering by the wind head to the South. These are truly hard winds for the homeward bound. It seems as though we shall never get away where we are 46 days from the Sandwich Islands time enough to have run to Cape Horn but here we are in Lat $48^{\circ} 30'$ South And full 90 degrees to the Westward of it but I cannot complain we cannot have everything our own way. So I will end this day Long $141^{\circ} 41'$ West.

Friday Jan 20th

Cornish with light wind from ESE and good weather ships head by the wind S. watch employed in the sets of ships duty. at 1 PM tacked to NE. The Albatross grow more numerous as we go south we cast 3 today with fish hook & line the hook baited with salt Pork one of them weighed 50 pounds & measured 10 feet from tip to tip we tailed them & let them go midle. Part fresh breeze latter part wind East & dark cloudy weather at 8 AM tacked for whales soon made them out Finbacks tacked again too S. saw some kelp so end. Lat obs'd $48^{\circ} 27'$ S Long $141^{\circ} 00'$ W

Saturday Jan 21. All these 24 hours brisk breeze from the NE & dark cloudy weather we steering by the wind head to ESE the old ships doing best but we are not satisfied in the weather grows cold & wind unfavorable & we down at the mouth. Again the old adage comes in use sailors are bound for all weather. latter part employed putting a new cloth in the loose studding sail so end. Lat obs'd $50^{\circ} 04'$ South Long per Chron $137^{\circ} 47'$ West.

Sunday Jan 22. These 24 hours brisk breeze from NE and cloudy we steered by the wind to ESE saw porpoises & finbacks & so the day end. Latitude by Observation $51^{\circ} 25'$ South Longitude by Chronometer $134^{\circ} 26'$ West.

Monday Jan 23rd Began with light NE wind & overcast steering by the wind to the Eastward at 2:30 PM the Altitude of the suns lower limb $46^{\circ} 21'$ from which we determined the Longitude to be $134^{\circ} 26'$ W Mean time by Chronometer $11^h 42^m 22^s$ Apparent time at the ship $2^h 44^m 48^s$ at 3 PM noticed an Eclipse of the sun though no mention is made of it in our Nautical Almanac we first perceived the shadow to the West but at 4 PM it had passed over 2 thirds of the suns disk & began to cover his upper limb at 5 PM a small part of

Good speed the old ship on her homeward course

Head Eastward limb was still in contact with the shadow
At this time the sky became^{so} clouded that we could not see at
what time the sun shone full again " this is the civil day Sunday
Jan 22nd but the sea day Monday 23rd " The moon also changes
Today the weather begins to look very mild & rather unusual
In this region at 7 AM saw a ship to windward steering East
Latter part fine pleasant weather so End

Lat obs'd $52^{\circ} 33' S$

Long Obs'd $131^{\circ} 29' W$

Tuesday Jan 24th Comes in with light North wind & pleasant weather ship
Head East with all sail set & drawing the stranger too
The NW dropping astern she is a large merchant man no
doubt from the Sandwich Islands bound to the United States
She has a deal of canvas set but she cannot hold her way
With the Primrose " middle part wind hauled to NW
We set the studding sail & steered $E\frac{1}{2}N$ latter part light
wind again from the old quarters we steered by the wind head
East the stranger to NW loaded down with studding
But he cannot gain on us in the least so End

Lat obs'd $53^{\circ} 10'$ Long $127^{\circ} 27' W$

Wednesday Jan 25th Comes in with light wind from
North & good weather we steering $N\frac{1}{2}N$ with all sail
set the stranger to NW latter part wind from NE we
steered by it the Eastward saw quite numbers porpoise &
Birds of several species the most conspicuous among them
the Cape Horn Pigeon so End Lat obs'd $53^{\circ} 34' S$
Long by Chron $124^{\circ} 44' W$

Thursday Jan 26th First part of these 24 hours light breeze
from North latter part wind shifted to NW we
steered $E\frac{1}{2}N$ lost sight of the stranger we had him
in sight astern 3 days but dropped him every day a
little until we finally lost him altogether so End
No obs'd Lat by Chron $53^{\circ} 45' S$ Long $121^{\circ} 55' W$

Friday Jan 27th Comes in with light North wind
and overcast at 4 PM wind hauled to West we steered
 $E\frac{1}{2}N$ lost a porpoise clipped painted black boat
top & white bottom our cat & dogs will have a grand
feast " latter part brisk breeze from WNW & clear
pleasant weather old ship going $7\frac{1}{2}$ knots & every body
serimphorizing as the team goes head that is making
caines & co'st board & getting out whale bean hoops
for presents for their wives & sweet hearts for my own
part I am not much of a giver I have been peckish
ing shelly so End Lat obs'd $54^{\circ} 14'$ Long $117^{\circ} 30' W$

Remarks on board January 18.60

Saturday Jan 28th

First part bright breeze from West
And fine weather we steered E by S with all sail middle
Part wind hauled to SW taking the studding sail latter
Part strong wind & rain ship going large at 9 knots
Per hour Course made good E $\frac{1}{4}$ S Distance run 210 miles
So End Lat obs'd $54^{\circ} 32'$ Long $111^{\circ} 47'$ West

Sunday Jan 29 All these 24 hours fresh gail from
SW and overcast steering E by S $\frac{1}{2}$ S middle & latter
Part hard squalls double reefed the topsail ship going
At the rate of 10 knots per hour so end no change
Lat by DR $54^{\circ} 30'$ Long $105^{\circ} 00'$ W

Monday Jan 30th Commenced with fresh gail from
SW & hard squalls ship running under double
Reefed topsail & consequent 4 PM a hail squall came
As a warning too us on a hint that we were drawing
Up with Cape Horn middle part as above latter
Part moderate breeze but very squally wind hauling
Too the Eastward we made all sail by the word E & E
So End Latitude by Observation 54° Degrees South
Longitude by Chronometer $101^{\circ} 31'$ West

Tuesday Jan 31st Commenced with light variable wind
And passing clouds with squalls of hail ship's head by
the wind ENE at 4 PM we set hok middle & latter part
strong wind from SW & light rain we steered E by S
So End Lat obs'd $54^{\circ} 15'$ Long $96^{\circ} 14'$ W

Wednesday February the First All these 24 hours
Light variable wind & light rain squalls we
steered to East with all sail broke out the after
Holds for flood & meet hoisted out one ground
Ties cast of Oil & cooped it & stowed down again
At 3 PM. Haul for blackfish got 3. hoisted them in
And steered Course E by S $\frac{1}{2}$ S latter part skinned our
Blackfish they will make about 6 bbls of Oil so End
Lat obs'd $54^{\circ} 44'$ S.
Long by Chro $89^{\circ} 18'$ W

Thursday Feb 2 First part light breeze middle part
Fresh breeze from SE latter part strong breeze from
SE & fine weather we steered E by S with all
Sail So End Lat obs'd $34^{\circ} 40'$ South
Long $89^{\circ} 10'$ West
Gave the ship govt

Ship *Bimera* off Cape Horn Feb. 7th 1860.

Friday Feb 3 All these 24 hours strong breezes from the South & West with light showers of rain Course E & E all sail on & pulling like jehus saw greater numbers of sea fowl among them a species of duck latter part wind hauling to the NW so ended
Mary Ann Lat obs'd $54^{\circ} 39' S$ Long $84^{\circ} 13' W$
17th

Saturday Feb 4th All these 24 hours fresh gaily & passing clouds we steering E by N latter part took in the Shudding sail Old ship going 10 knots so ended all well
 Lat obs'd $55^{\circ} 32' South$
 Long by Chron $78^{\circ} 27' W$

Sunday Feb 5th All these 24 hours fresh gail from N & W & cloudy steering E by N middle part double keeled the topsails & Staced mainsail saw 4 mothes. Easy chicken & some Woggin Od Penguin so ended
 Lat obs'd $56^{\circ} 57' S$ Long $72^{\circ} 15' W$
 Course made E & E distance run 225 miles

Monday Feb 6 First part strong breeze from N & W thick weather we steering East under double kiped topsails at 6 PM saw a ship to windward steering to the Eastward middle part light wind made all sail & steered by the wind to the Eastward At daylight passed the French or Duck whaling Basque German she was standing to the Westward latter part calm saw several Redfells bound to the Pacific so ended no obs'd Lat by DR $56^{\circ} 50' S$
 Long $68^{\circ} 16' W$

Tuesday Feb 7th First 6 hours light baffling wind & cloudy rainy weather at 6 PM heavy squall from the Westward we shaped our course N & E 3 sail in sight standing to the SW middle part strong breeze latter part light north wind and clear pleasant weather 1 ship in sight bound to the Westward saw quite a number woggin & a few porpoises so ended Lat obs'd $56^{\circ} 32' S$
 Long by Chron $64^{\circ} 30'$

This puts us all clear of Cape Horn & once more in the Atlantic Ocean where I have not been before in 8 years this Cape has always been the dread of Seamen But I have passed it a greater many times and can safely say I was sooner on my head than in many places that I have landed in for the last 30 years

Ship Minerva W. J. Crowell Master Form

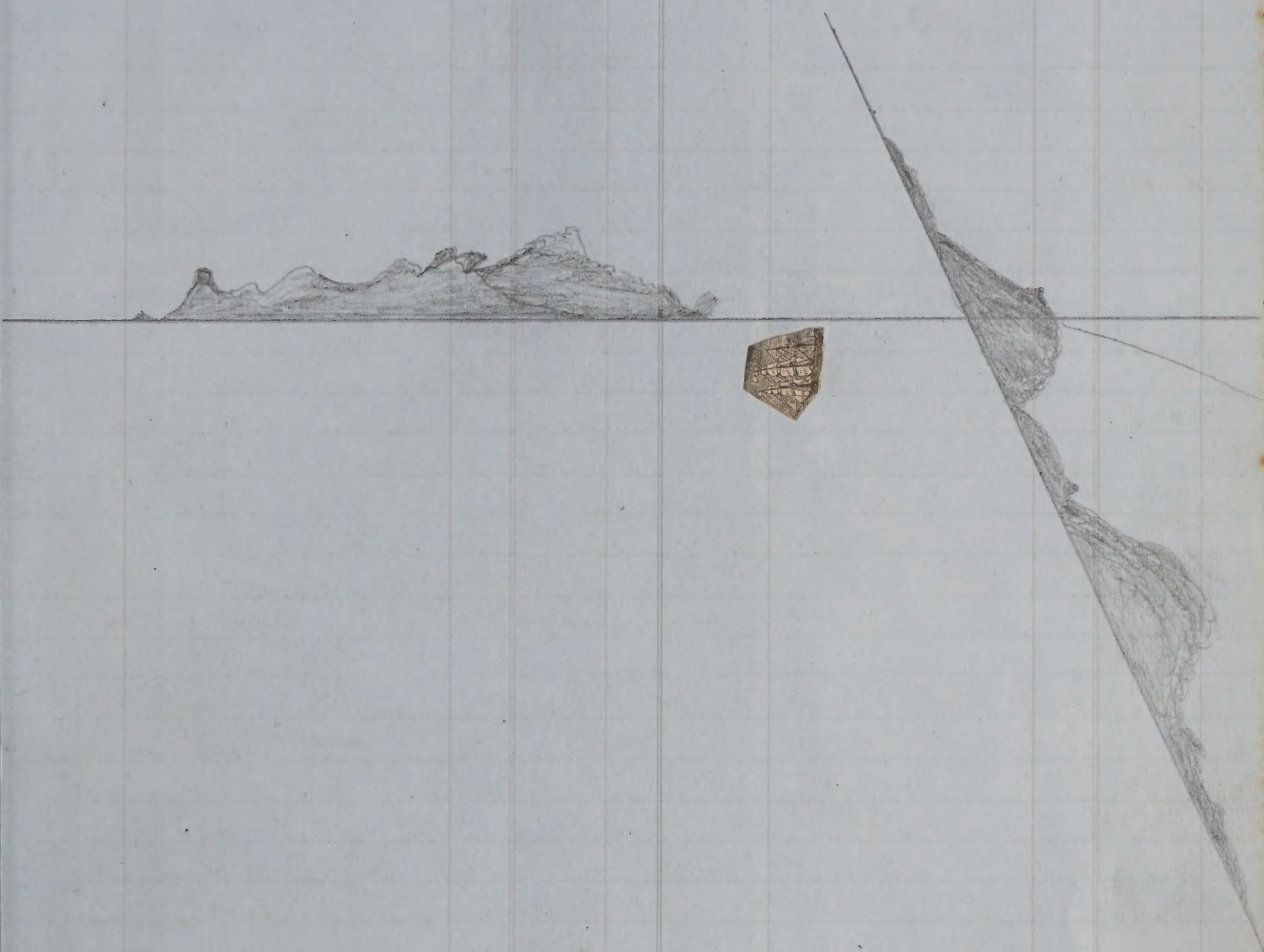
Wednesday Feb 8th 'Comer in with light breeze from NNE and fine weather ships head by the wind East
One ship in sight to the Southward middle part
Brist breeze from NE at 3 AM tacked to NNNW
Latter part light wind & thick cloudy weather
So End Lat obsn $55^{\circ} 43'$ Long $65^{\circ} 15' W$.

Thursday Feb 9th: All these 24 hours light wind
from NE & cloudy weather ships head by the wind
NNW at 6 PM made the land Staten Land bearing North
20 miles distant at 7 PM tacked to ESE, at 5 AM tacked
Again to NNNW saw A Barge steering to SW
At 9 AM saw the land again Terra del fuego &
Staten land at 11:30 kept of NNW for Le main strates
At meridien wind hauled to South 'So End'
Lat obsn $55^{\circ} 05'$ & Long $65^{\circ} 20' W$

Friday Feb 10th light wind from SE ship leading
NNW for Le main strates. West End of Staten land bearing
NNW 9 miles East End ENE 16 miles Terra del fuego
NNW 30 miles at 1 PM the ship appeared to be going
through the water 4 knots when at the same time
By Land marks we found her to be going 2 knots
in the opposite direction this shows a strong tide against
us at 3 PM she began to forge ahead again there is
one ship in sight well into the strates middle part
Light wind from NE & head tide ship holds her own
At 4 PM tide turned to run to the North wind
moderate from East ships head North she began to
gather head way and at 6 PM was out of the strates at 7
NE End of Staten Land bore NE 12 miles SW End
ESE 20 miles, Center E by N 8 miles Center of the Land
Ocean on Terra del fuego SSW 16 miles at 7:30
AM tacked to NNNW saw 3 sail standing into
the strates bound to the SW
So End Lat obsn $56^{\circ} 30'$
Long $65^{\circ} 24' West$

I am heartily glad to get out of these strates &
I believe every one abt is on board the tide runs at
such a rapid rate that unless you have a 7 knot breeze
you cannot stem it & the tide running against the
wind very often kicks up such a sea that it is hard for
one to hold himself on his legs it is often that ships
enter these strates with a strong gale in their favor
But when half way through have to alter their course
and get out of the scrape the best way they can

Cape Horn Toward the United States Feb 18 60.



Remarks on board Ship *Minerva* Gorm.

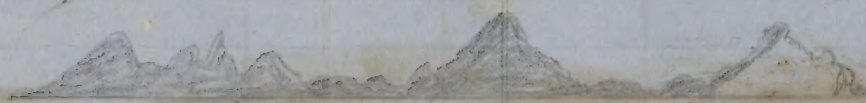
Saturday Feb 11. All these 24 hours light breeze from North & cloudy we steered to WNW with all sail on At 4 Pm last sight of the land at 6 Pm saw a sail to NW we hauled out our blackfish they made 6 bliz
So Ends Lat $53^{\circ} 37' S$
Long $66^{\circ} 25' W$

Sunday Feb 12. First part very light air from North we steering to WNW at 4 Pm Capt went on board of the stranger. At 8 returned & reported Ship John Stuart Capt Brown 54 days out bound to St Francisco At 10 Am tacked to ENE latter part fresh breeze & Cloudy Ship's head by the wind ENE So Ends all well
Lat $53^{\circ} 03'$ Long $63^{\circ} 30' W$

Monday Feb 13. Came in with fresh breeze from North & cloudy we steered by the wind to ENE at 1 Pm saw what we supposed a school of sperm whales leaved for them but they turned out finbacks at 4 Pm took up the boat & steered to the Eastward by the wind light Sails in latter part light wind & fog tacked to NW
So Ends Lat Obs'd $52^{\circ} 31'$ Long $62^{\circ} 27' W$

Tuesday Feb 14. Came in with light breeze from North Ship's head WNW at 2 Pm win shifted to West we squared in & steered N by W latter part strong breeze from NW & good weather at daylight saw the Land the Jasons Islands bearing E by S 20 miles at 7 Am passed a English Baskie standing to the Westward, we went & Cent down the main haul yard & sail cut the sail more hoisting On the foot & Cent him up again So Ends
Lat Obs'd $50^{\circ} 21' S$
Long by Chron $60^{\circ} 21' W$

This is as near as I can come to a drawing of the Grand Jason Island bearing ESE 25 Miles distant There is several of these Islands all layed down of the Falkland Group



Le Maire Straits Towards New Bedford 1860

Wednesday Feb 15th All these 24 hours fresh breeze from NW. At 1 P.M. steering NNE at 1 P.M. lost sight of the land. And I am in hopes the next land that I see I shall not lose sight of quite so quick. Day Ends as it began
Lat $47^{\circ} 48'$ Long $57^{\circ} 06'$

Thursday Feb 16th Comes in with fresh breeze from West. But on the 24th we steering North under all sail employed mending guns & various other jobs the weather is good & quite warm & we just begin to think about dressing our old ship up so as to make a decent appearance. At home middle part calm latter part increasing breeze from North at 10 A.M. saw sperm Whales leaved but could not come up with them near enough to strike. I got up near too one so as to see that he was a sleek looking customer & according to the best of my judgement would make 100 bbls of good sperm oil. but he shook me his fluke as much as to say Good by old fellow you & I are not very good friends. And at present rather to mease together. So Ends this day. No obsin. Lat by DR $45^{\circ} 50'$ Long $56^{\circ} 10'$ W.

Friday Feb 17th Comes in with strong breeze from NNE. And thick cloudy weather at 2 P.M. took up our boat & steered by the wind to the West at 3 P.M. tacked to NE. Light sail. Steered middle part light breeze latter part fresh gale from NW double reefed the topsail & stood jib & mainsail ships head NNE. So Ends. No obsin.
Lat by Yankee Guess $45^{\circ} 40'$ South
Long by the same rule $55^{\circ} 00'$ W.

Saturday Feb 18th First 3 hours strong wind from NW. And a heavy sea ships head NNE and double reefed topsails. At 3 P.M. fell calm at 6.7 & 8 P.M. dark cloudy weather & at times lightening from the SE. latter part fresh breeze from West & fine weather we steering course North. set the studding sail. So Ends. A tail soup for dinner. Lat obsin $45^{\circ} 16'$ Long by Chron $53^{\circ} 43'$ W.

Sunday Feb 19th First part strong wind from West. And fine weather steering N by W with all sail set. latter part moderate breeze & heavy swell at 8 A.M. spoke the Basque Boatman of New Bedford Capt. Whittier 3 months out. Clean took from him a sick man by name Manuel Almes to return to the United States at 11 P.M. Parted company. So Ends.
Lat $43^{\circ} 37'$ Long $54^{\circ} 43'$ W.

Ship Minerva getting along slowly

Monday Feb 20. All this day pleasant gaily & fine weather we steered N by W & carried all sail we saw a sunfish & plenty birds the white breasted Albatross still in company & seems loth to leave us he has been with us about 20 days I am inclined to think that he is some Old Salt that has been lost here about & And transmugated into his present being but he doesn't seem to put any obstacle in our way we get along quite fast considering the winds we have. That the forecast days run will show we have light winds but the ship has made by Astronomical Observation 139 Miles so Ends
Lat obs'd $41^{\circ} 10' S$ Long $54^{\circ} 06' W$

Tuesday Feb 21. All these 24 hours brisk breeze from West & fine weather we steered N by W employed fitting riggen sent down the main stay, nothing more today Lat obs'd $38^{\circ} 20' S$ Long $54^{\circ} 06' W$
Distance run 184 Miles

Wednesday Feb 22. First paste fresh breeze from West & good weather we steered N by W latter part light wind from North & cloudy ship's head N & E Watch employed fitting main stays we saw large Fur seal. "I have had a little time to read the News papers that we got from the Rodman. They are 3 months old but seem to us like yesterday's papers they all have a deal to say about Old Brown in Charleston jail. Daniel Sickles & Cole Montez And this is about the sum total of what I have read & I should suppose by these papers that my Country man were murdering by the whole sail. But my Journal. Lat obs'd $36^{\circ} 36' S$
Long $58^{\circ} 50' W$

Thursday Feb 23. All these 24 hours strong breeze from S & S W & squally steering N & E Rose & main topgallant sails in & employed fitting jib stay at 4 PM Saw a Bark standing N E, our old company ketches the Gona has left us, so Ends Lat obs'd $34^{\circ} 10' S$
Long by Chron $50^{\circ} 41' West$

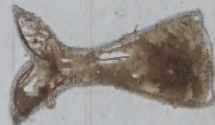
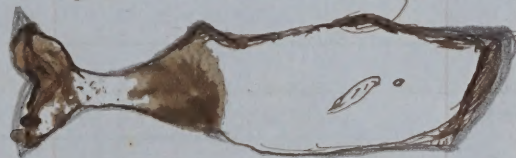
Friday Feb 24. Throughout this day brisk breeze from S. & S W we steered N E employed fitting riggen Saw 2 sail standing to the Westward so Ends
Lat obs'd $32^{\circ} 07' S$
Long by Chron $48^{\circ} 40' W$

Saw Sperm Whales Feb 26 - 18:60

Saturday Feb 25 Pleasant gail throughout the day, we saw several vessels all bound to the SW at 10 AM signalled the English Steamer steering by the wind on the southern tack so ended Lat obs'd $29^{\circ} 58' S$ Long by Chron $46^{\circ} 16' W$

Sunday Feb 26 Begins with fresh breezes from East & good weather ships head by the wind NNE & saw 2 sail steering to the Westward, at 9 AM saw Sperm Whales struck 3 & downed at noon took one alongside so ended chasing No obs'n Lat by Chron $28^{\circ} 50' S$ Long $46^{\circ} 10' W$

Monday Feb 27th brisk breezes from the North & fine weather, boats of after Whales, at 3 PM took one to the ship & hooked on wore ship & trawled in for the night, at daylight caught all hands & began to cut at 9:30 firing wore ship to the NW & made all sail so ended Lat $28^{\circ} 08' South$ Long $45^{\circ} 10' W$



Tuesday Feb 28th All these 24 hours fresh breezes from the North we steered to ENE employed Bayling, saw several sail all heading to the Westward so ended Lat obs'd $27^{\circ} 46' S$ Long by Chron $43^{\circ} 30' W$

Wednesday Feb 29 First part strong wind from North & squally ships head by the wind ENE employed Bayling, at 8 PM wind hauled to West we steered NE middle part hard rain latter part wind SW, weather fine, set shroudsail steered NE & E so ended Lat obs'd $26^{\circ} 55' S$ Long $42^{\circ} 15' W$

Thursday March 1st All these 24 hours light breezes from SW & good weather, steering NE & E at 4 PM firing bayling so ended Lat obs'd $25^{\circ} 53' S$ Long $41^{\circ} 08' W$

Friday March 2nd Light breezes throughout the day ships NE employed fitting jib & fly jib rig set up main topgallant backstays so ended Lat $24^{\circ} 50' S$ Long $40^{\circ} 15' W$

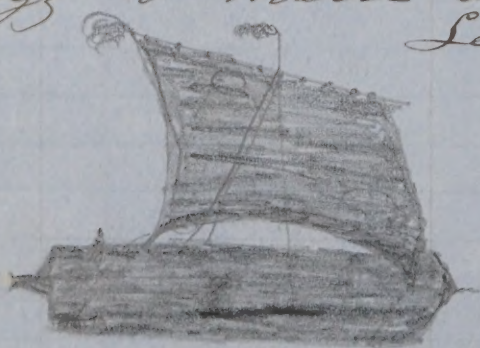
Remains on board March 18 60

Saturday March 3rd light variable wind & fine weather ship head to NNE under all sail latter Paste stood down our oil in food hole 27 bbls so End
Lat Obs'd 28° 19' Sth
Long by Chron 40° 24' W

Sunday March 4th Calm with gentle breeze from NE & clear ship head by the wind NNE making no progress towards home we read our old letters over & over again but that does not put us any nearer there. That wrote them still we see their names signed to them and that shows them to be alive. well that is some consolation to a poor sinner that has been 9 years from them. "Home is home" after all tho I have been away from it a long time but let no one think that I have stayed away because I wanted to. I like many others was drove from it by that contemptible woman that I lavished everything upon. let her slide she will bring up sooner or later. All standing with neither cable or anchor. then who is to blame? Answered "God knows best & I am very willing too be judged by him. If I am the guilty one let me be sent to the low regions & her be raised to Heaven." poor girl God knows I pity her tho she drove me from a good home.

The day Ends much as it began the wind at NE & as fine weather as ever calm from the heavens
No End Lat Obs'd 22° 03' S
Long Chron 40° 31' W

Monday March 5th Calm with light wind from NE & fine weather ship head E by S one sail in sight to the NE steering to the SW the Land also in sight to the Westward Cape Thome Brazil coast Mongool Blackfish in sight or Cow fish latter Paste steered by the wind to North saw several sail all bound to the Westward. saw 5 Catamaran standing along shore to NW. we set up Bob stays & main swifter so End
Lat 21° 53' S Long 40° 08' W



Of the coast of Brazil Hornward bound

Tuesday March 6th light variable wind & fine
Ship heading to ESE at 9 AM signalled An American
Barque standing to the Eastward... we employed
Towing in Main topmast Backstays so Endz.
Lat obs'd $23^{\circ} 08'$ S. Long $38^{\circ} 55'$ W.

Wednesday March 7th Comes in with light breezes
from NE ship's head ESE at 1 PM tacked to North
Captain away on board of the stranger at 6 PM
Returned & reported the Blue Wing of Baltimore
5 days from Rio de Janeiro latter of date
Light breeze we saw several vessels so Endz
Lat obs'd $21^{\circ} 32'$
Long $38^{\circ} 31'$ W

Thursday March 8th All this day light variable wind
& fine weather we worked to NE to the best advantage
the Blue Wing to the North... saw 2 sail standing
to the SW... we employed towing in top mast
Backstays & various jobs of ship's duty common
For A whale ship on her home bound passage
so Endz Lat $20^{\circ} 30'$ Long $38^{\circ} 27'$ W.

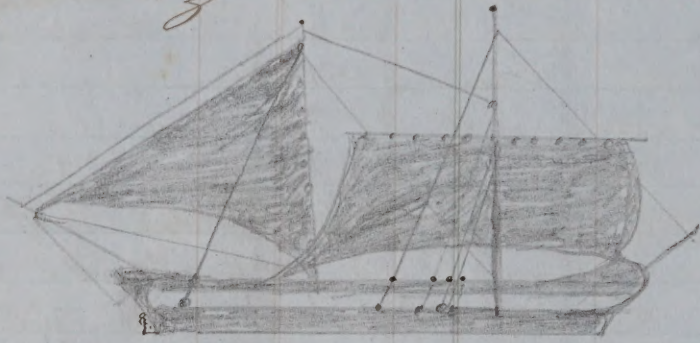
Friday March 9th variable wind & weather
Ship doing her best for home the clipped to the
Eastward so Endz Lat obs'd $19^{\circ} 01'$ South
Long by Chron $38^{\circ} 14'$ West

Saturday March 10th Comes in with light breeze
from NW & light showers of rain ship's head
NE... employed rattling down main rigging
middle & latter parts variable wind & weather
Last sight of the Blue Wing saw a Brig to the
Westward so Endz Lat obs'd $18^{\circ} 25'$ South
Long by Chron $37^{\circ} 55'$ W

Sunday March 11th Comes in Calm & fine
Weather we employed clearing up the decks
& rattling down rigging. at 4 PM I too A good
Swim the ship lying quite still & sea smooth
Nice it is to have A Bath where there is no danger
of going to the bottom middle parts fresh breeze
from ESE ship's head NE latter parts light
Wind again from NE ship on the Northern
back so Endz Lat obs'd $17^{\circ} 29'$
Long $37^{\circ} 56'$ W

Ship Minerva W^m S^r Cowdell master

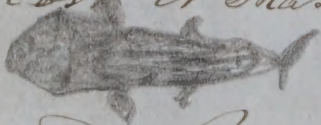
Monday March 12. Come in with light wind from NE & fine weather at 2 PM passed the Basque Sea Wave of Liverpool standing to the South. Saw 2 Bouzil fishermen 40 miles from the land. I have been trying to kill him with Little 3 Living Age & Putnam Monthly throughout the day. I find sum very amusing pieces in both that keeps my mind away from home it seems to me we shall never get there we have been 8 days getting 3 hundred miles. when to give the old ship a good breeze & she would run the whole distance in 24 hours



Well this is the Portuguese Fish boat as she looked 5 miles off. Her square sail was reefed & latens set. Whole latter part of this day squally we steered by the wind head to SE so ended
Lat obs'd $16^{\circ} 55'$
Long by Chron $37^{\circ} 30'$

Tuesday March 13th. These 24 hours light breeze from NE & fine ship heading to the SE under all sail employed watching down and one ship standing to SW so ended. Lat obs'd $17^{\circ} 48'$ South
Long by Loomer $36^{\circ} 47' W$

Wednesday March 14th. All these 24 hours fresh breeze from NE. ships head ESE. at meridian. Passed the Basque Lucy of Boston steering S by W. We cast a shark. so ended. Lat $17^{\circ} 53'$ S.
Long $34^{\circ} 38' W$



Thursday March 15. All these 24 hours fresh breeze from NE & passing clouds ships head by the wind ESE. At 6 AM tacked to NNE saw several vessels steering to the SW. we employed watching down and clearing ship at 9 AM took a Loomer the Longitude Reduced $33^{\circ} 40' W$
Lat obs'd $18^{\circ} 05' S$
Long by Chron $33^{\circ} 44' W$

Off the Coast of Brazil

Friday March 16th All these 24 hours light air from NE & fine weather we tacked & half tacked several times but all to no purpose we made through the day about 60 miles towards home, we saw A Barque steering by the wind on the Easton tack & supposed him to be bound the same as ourselves we Tacked when he came abreast of us in order to have some company but we soon left him in the wake & At daylight saw nothing of him latter part the wind began to die away So Ended Lat obs'd $17^{\circ} 11' S$
Long by Loran $33^{\circ} 53' W$ by Chron $33^{\circ} 55' W$

Saturday March 17th Begins with Calm pleasant weather we employed minding our topsails on the yards, at 6 PM gentle breeze from ESE, we steered NNE, latter part employed painting the stern saw one stranger So Ended Lat obs'd $15^{\circ} 44' S$
Long $33^{\circ} 55' W$

Sunday March 18th All this day light wind from East & Puffing cloudy ships head NNE all sail set & standing we saw A Barque & an Hermaphrodite Brig steering to SSW at 9 AM took A Loran observation by measuring the distance of the moon from the sun the Longitude by this observation was $34^{\circ} 04' W$ Long by Chron $34^{\circ} 03' W$
Lat obs'd $13^{\circ} 34' South$

Monday March 19th these 24 hours moderate breeze from East & pleasant weather steering N by E & E latter part began too far down So Ended Lat obs'd $11^{\circ} 24' S$ Long $34^{\circ} 09' W$

Tuesday March 20th All this day fresh breezes from East & fine weather we steered N by E employed tacking down saw one sail Distance run 150 miles
So Ended Lat obs'd $8^{\circ} 45' S$ Long $34^{\circ} 19' W$

Wednesday March 21st First part light breeze from East we steered N by E middle & latter part brisk SE trade and puffing clouds at 6 AM set the studding sails & steered North So Ended Lat obs'd $5^{\circ} 34' South$
Long by Chron $34^{\circ} 58' West$

Course made good N by W $\frac{1}{2}$ W Distance run 204 Miles We had A glimpse of the Land bearing West 35 miles near Cape St Roque

My Journal Continued in Ship Minerva

Thursday March 22. First & middle parts fresh Trades
And good weather we steered N^W E. latter part squally
Wind & rain So Ends Lat by DR 2° 32 S
Long DR 35° 27 W.

Friday March 23. First part of these 24 hours fresh
Trades from ESE. steering North under all sail at
middle part squally took in the light sails latter
part light breeze from East we steered N by W at 10 AM
Crossed the Equator in Longitude 36° 25 W. So Ends
Lat obs'd 9 Miles North

Saturday March 24. Commenced with light Easterly wind
And overcast we steered N by W with all sail set. Employed
chasing up between decks. I am just 40 years Old today my
Birth Day comes the 23^d & this is the 23 civil time I was Launched
On the above named day 1820. Home sweet home only
2900 hundred miles from it in a good ship & a fair wind
And I am in hopes in 20 days to see my old Mother again
Latter part squally. ship by the wind head N W by N
Saw some blackfish So Ends Distance run 100 miles
Lat 2° 00 S Long 37° 38 W.

Sunday March 25th. Brisk Trades & squally we steered
NW close hauled with all sail drawing So Ends -
Distance run 210 Miles Lat in 4° 00 S
Long 40° 05 W.

Monday March 26. Fresh Trades from N E by N ship's
Head NW. employed painting mast heads Saw a ship
to the NW. So Ends Lat 5° 35 Long 43° 03 W
Dist run 200 Miles

Tuesday March 27. Strong Trades Throughout the day
& squally we steered NW at 5 PM spoke the Bergut
Huntress Capt Allen 30 Month 900 sperm 900 whale
At 10 parted company & steered N W by N latter part
thunder rain So Ends Lat obs'd 7° 11 Long 45° 00 W
Dist run 170 Miles

Wednesday March 28. Strong Trades & squally steering NW
Under all sail employed painting yards Carpenter
Sick So Ends Lat obs'd 9° 08 N
Long by Chron 47° 45 W.
Distance run 205 Miles Close hauled

Ship's leak 900 strokes

Of the West India Islands

Thursday March 29. Commenced with strong trades
 Will to the North. Ship going 9 knots water imflo
 Painting spars. sent down the main topgallant yard
 to repair the sail & riggen latter part as above. we
 steered NW by N. so Ends Lat obs'd 11° 26' N
 By Lunas Long by Chron 50° 09' W
 Dist run 196 Miles

Friday March 30. First part strong trades & fine
 steering NW by N. Latter part heavy squalls of wind
 & rain so Ends Lat obs'd 13° 39' Long 52° 10' W
 Course made good NW by N Dist run 197 Miles

Saturday March 31. Brisk trades throughout the
 day we steered NW by N. employed painting waterways
 so Ends Lat obs'd 16° 27' Long 54° 51' W
 Dist run 217 Miles

Sunday April 1st. Commenced with fresh trades
 And fine we steering NW by N. all sail screwing
 And Miss Minerva doing her best at 2 PM passed St
 Basque steering NW since Sunday last the ship
 has made 1395 Miles up to Saturday at 3 PM nearly
 200 Miles per day Latter part heavy rain wind hauled
 A little to the South so Ends 1500 Miles from
 Home Lat obs'd 18° 31' N Long 56° 43' W
 Dist run 168 Miles

Monday April 2nd. Commenced with light trades
 Ship going 6 knots NW by N under all sail we
 saw sun rock wood latter part strong breeze
 from SSE & squally we saw several vessels
 steering West so Ends Lat obs'd 20° 08' North
 Dist run 132 Long 58° 23' W

Tuesday April 3. All these 24 hours fresh gail
 from SSE & squally Course NW by N going large
 10 knots per hour, employed painting & tarring
 When the weather will let us. our work has kept
 you of late on the same principle that the
 gal went to town on 18. between the showers we
 chased a young firback today about 3 hours with
 the ship at 10 knot speed but he kept ahead
 of us untill noon when we passed him he did
 not like to give up but came up with us again
 in the afternoon so Ends Lat 22° 42' Long 59° 54'

Ship Minerva 1190 Miles from home

Wednesday April 4th First part brisk breeze
From South we steering NW by N under all sail
At 7 PM heavy squall from NW double reefed the
Topsails & steered by the wind head NNE middle
Part Calm latter part light breeze from NE
We steered Course NW 1/4 N & had 2 Sail standing
To the Eastward So End Lat obsⁿ 24° 15' N
Long by Chron 60° 57' W.
Dist run 112.

Thursday April 5th Throughout the day brisk wind
From NE to South & squally we steered NW 1/4 N
Employed painting ship outside at 9 AM noticed
The largest waterspout that I ever saw before it bore
East from us the pointer came from the cloud in an
SE direction & fell to the Westward in a half circle



So End this day Lat obsⁿ 26° 29' North
Long by Chron 63° 10' West
Dist run 199 Miles

Friday April 6th Light southerly breeze throughout
this day with passing clouds we steered SW by S
Employed blacking the Anchors So End
Dist run 123 Miles Lat obsⁿ 28° 07' N
Long 64° 34' West

Saturday April 7th All these 24 hours squally
We steered to SW & WSW as the wind would let
Us had 3 sail steering to the NE. So End
Dist run 115 Miles Lat obsⁿ 30° 02'
Long 65° 47' W.

Sunday April 8th All these 24 hours light
Northerly wind & good weather steering by the wind
To the Westward So End Lat obsⁿ 30° 46' N
Long 68° 34' W.

Monday April 9th All these 24 hours light
Variable wind & fine weather we steered
NNE one ship in sight. So End Lat 31° 22'
Dist run 38 Miles Long 69° 00' W.

600 Miles from New Bedford

Tuesday April 10th First part light air from the South & fine weather we steering N by W under All sail Latter part strong breeze from WSW We saw several vessels so ended all well
Dist run 153 miles Lat obs'd $33^{\circ} 42' N$
Long $69^{\circ} 34' W$

Wednesday April 11. All these 24 hours strong breeze from SW & squally we steered N by W. took in & made sail as required latter part here and try works overboard Spoke Brig Hope from Baltimore bound to Barbadoes so ended in the Gulf of Mexico Lat $37^{\circ} 09' N$
Dist run 229 miles Long $69^{\circ} 54' W$

Thursday April 12. First part fresh gale from WSW We steered N by W topgallantsail in middle part strong gale from NNE. veered ship to NNE closed reefed the topsails stood course. latter part moderate breeze made all sail. ship's head West. wind NNE saw & whaling basque to Lewis so ended
Dist run 60 miles Lat obs'd $37^{\circ} 54' N$
Long $71^{\circ} 15' W$

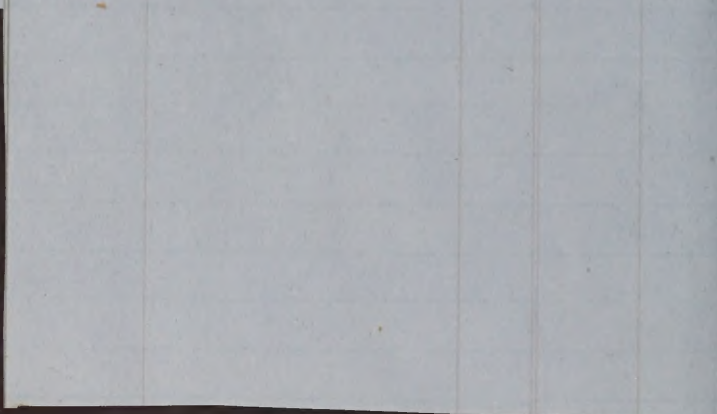
Friday April 13th First part light NW wind & fine weather ship's head WSW the whalerman to the S88 Middle part fresh breeze from SW we steered N by W. latter part fresh gale from West & squally doubled reefed the topsails. saw several large ships steering to the SE so ended Dist run 123 miles Lat obs'd $39^{\circ} 49' N$
Long by Chron $71^{\circ} 37' W$

Saturday April 14th This day begins with light breeze from the SW & good weather ship's head by the wind Middle part fresh breeze at 5.45 made the Land. Lat 6. Took a pilot of the round hilly. his name was Daggett At 10.30 came to in New Bedford harbor in 5 fathoms After carrying away the fore yard. jib & fly jib Received the usual visit from the custom house officers & closed accounts So end my voyage in ship Minerva

Comanded by William H. Crowell
As witness my hand
Harvey R. Phillips Chief mate of the ship

Schooner A. Blake

Schooner



R. Range

Obs. Alt. 55° 21' N Lat Obs in 15° 42' S
 Greenwich Dec 18° 35' N Recognise the Long

Alt 55° 21' 0" Sine 9.915210
 Lat Obs 15° 42' 0" S Dec 10.015513 Tangent 9.448811
 Greenwich 18° 35' 0" S 10.023255 Long 9.528615
 18° 9' 54" 30

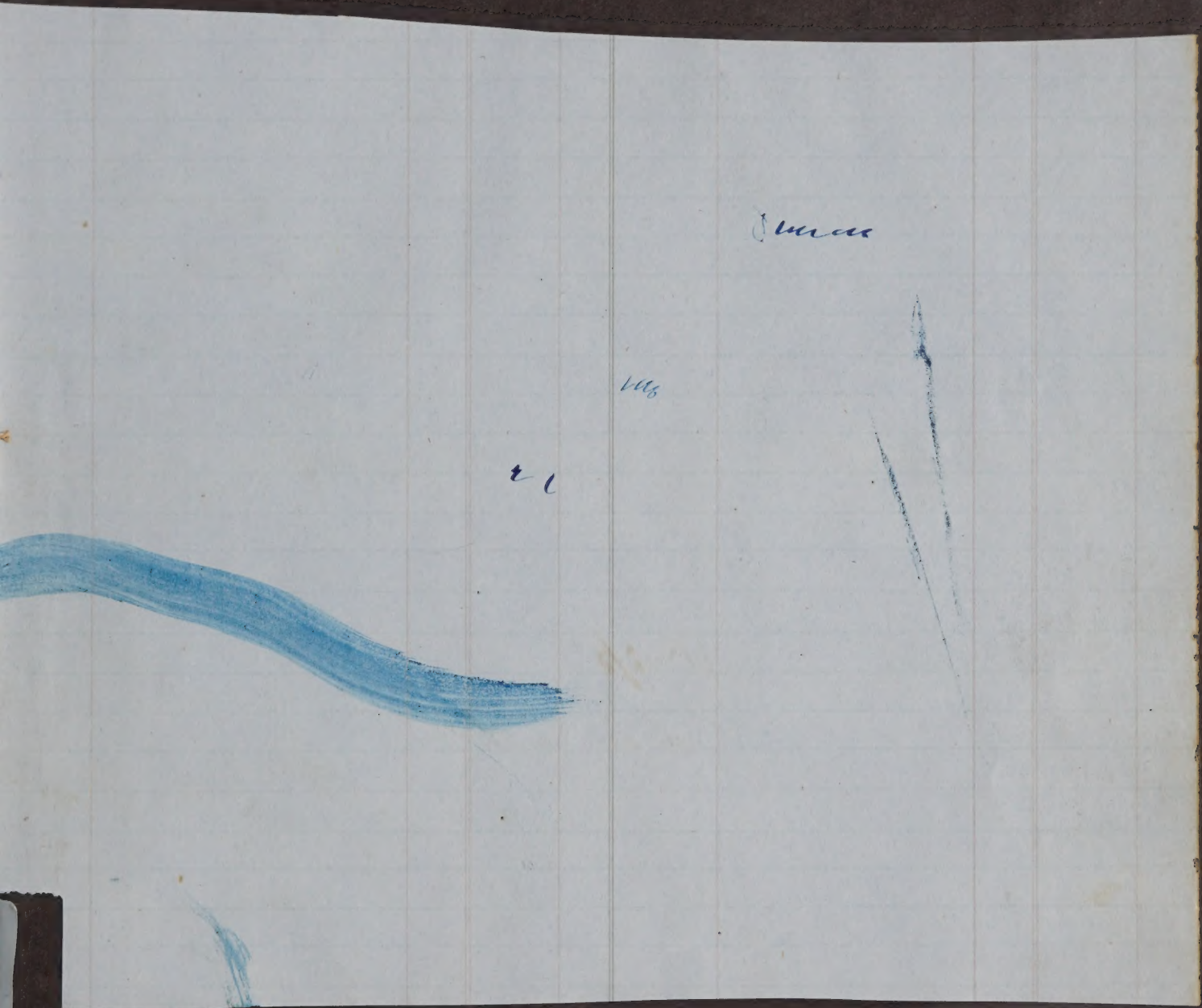
Harvey R. Phillips. Born March 23 - 1824

1st.

My roving life now on the ebb
 Is passing fast away
 Which reminds me that I have but little while to stay
 I have crossed old oceans, stormy tide
 I witnessed all it hopes & fears
 For I have led A checkered life just 57 years

2.

Deprived of parents while I chide
 Uncared for by the cold cold world
 I have roamed the seas far & wide & oft the sail was
 No one to guide me on my way
 Nor now this lonely heart to cheer
 But soon this life will pass away of 57 years



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Dec 24th

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Caetano Tomingo Soares My Robert Capelle

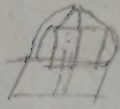
all in North on North

410.70
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Something like this
A. R. Phillips



THE WILLIAM AND ANN, IN WHICH GENERAL WOLFE SAILED TO QUEBEC IN 1759.

The unhappy Englishman began to wish he had
in great degree, as a hawk
ification to have seen the very ship which carried
menting their studies, so far as relates to its mi-
nuteness of detail, carefulness of execution, and
strict adherence to copy, whether the copy be na-
ture or a fancy of the workman.
philosophical in arrangement, and well judged in
brevity. Where usefulness was a virtue, it is safe to
say that it supplies schools, and institutions of ed-
ucation generally, with a text-book that they have
long needed, and will hereafter find it impossible

16. R. Phillips

AUGUST 15, 1857.]

HARPER'S WEEKLY.

517

It was a long and pleasant day, climbing the sides of the hill, visiting the old monks in their mountain-home, where they rest in calm, looking out over the tossing sea; and then, when we saw a cloud, somewhat larger than a man's hand, on the western horizon, hastening helter-skelter down hill, more furious than Ahab, and not so fortunate; for he escaped the tempest, but we got soaked and drenched long before reaching Haifa, and came on board ship in the evening fit subjects for the Royal Humane Society.

GENERAL WOLFE'S VESSEL.

We present our readers below with a picture of a ship which is well entitled to the admiration of the world. She is nothing less than the *William and Ann*, the very ship in which General Wolfe sailed to Quebec, in the year 1759.

She then belonged to the Royal Navy, and was a fine, new, crack frigate. Captain Cook, the famous navigator, had, for some time, command of her, and thought well of her sailing qualities. At the battle which preceded the scaling of the plains of Abraham she did good service, and her guns (some of which are on board of her still) told with severe effect upon the town.

After the close of the expedition she returned to the naval history of England. From some reason or other she does not seem to have had an opportunity of winning for herself such fame as awaited the *Victory*, or some other of England's famous ships; but we are given to understand that she fought in every quarter of the globe.

On one occasion, we believe, she was taken, while lying in a Mediterranean port, by some of the Algerine pirates of fifty years since. It seems that the captain was ashore; a number of the crew, frightened by their long cruise, tricked the officer of the watch, and got ashore for a "spree;" during their absence the brave old ship was boarded by the pirates, her anchor weighed, and sails set for sea. When the captain put off in his gig to go on board for the night, he rowed half over the harbor without finding her. Next morning, at daybreak, perceiving that she was gone, he blew out his brains in despair. Happily the second lieutenant was a man of more nerve; he fitted out a fast-sailing fishing-craft, and made directly for the nearest African port.

It so happened that the Moorish Bashaw, or Pasha, had laid himself under obligations to the captain of this very vessel—the Pasha having, not many weeks before, been entangled in a very troublesome quarrel with a Danish man-of-war, and having only escaped an unpleasant affair through

left the frigate to her fate. The prison was hot—the fare was poor. Day after day elapsed, and no word of release came. To all entreaties from his captives the Bashaw opposed a sarcastic smile. At length, after over a week's captivity, the soldiers suddenly appeared, seized the Englishmen, and dragged them forth—as they began to fear, to their execution.

What was their delight on seeing the old frigate riding proudly in the bay? The Pasha met them, and accompanied them on board. The first sight they saw was the dangling corpses of about two score Moors, hung in a beautifully-symmetrical fashion from the yards.

"Englishmen," said the Pasha, "are you satisfied?"

"Oh! perfectly," said the lieutenant, who hardly knew what he was saying.

"There are a few of the rascals left, who shall take their place with the others, if you like."

The Englishman declared that he desired no more victims, and the old frigate resumed her place in the navy of Great Britain.

She was present, we believe, at more than one of Lord Nelson's battles, and many a brave Englishman poured out his life-blood on her decks.

During the long peace, and when the reform in ship-building took place, she was among the discarded, and was sold, for a song, for the merchant-service. She was, said the Admiralty engineers, a mere old hulk. They were as right as usual.

Fifty years afterward, or nearly as much, the brave old *William and Ann* plies her business as stout white oak, which, even at this late day, shows not the least sign of decay or age. Her planking is comparatively new, having only lasted seventy-eight years. Judging by our modern standards, she wears a lubberly look, and hardly looks as if she could sail at all; her blunt bow and round lines remind one of a canal-boat; but her captain and chief owner, Mr. Magram, testifies that she has few superiors with a fair-fore-and-aft breeze. As to duration, she looks as though she might last another hundred years.

There is but little about her to tell the strange, eventful story of her life. There are no blood-stains, no trophies, no pieces of metal let in here or there to acquaint the stranger that he has outpoured the life-blood of an English hero. There are some curious old cannon, some droll carriages, and queer pistols, which may have been fired a hundred years ago at the siege of Quebec, or eighty odd years ago, during our Revolutionary war, when she played an ugly part on the coast; and there is something in "the cut of her jib" which forces upon the memory the grand old days of our grandfathers.

Wolfe to Quebec, and trod the very plank on which his foot rested as he planned his immortal exploit.

WHEN YOU AND I WERE YOUNG.

When the star of love was shining
In the golden summer eve,
A maiden, softly smiling

On the garland she did weave,
Stood in the dewy light,
Nor watched the coming night;

For the star of love shone bright
When you and I were young.

And the gentle smile grew softer,
And the fingers idly wore,
For she knew the voice beside her

Had no other tone than love.
And the happy tears would rise
In the maiden's pleasant eyes,

As she looked into the skies,
When you and I were young.

Long years have cast their shadows
Since you and I were young,
But the untired love I pledged thee

Is pure as when it sprung;
And thy wrinkled brow as fair,
And thy pleasant eyes as clear,

And thy loyal heart as dear,
As when you and I were young.

The sun is fast departing,
And the autumn leaves are sere,
And the wintry twilight gathers

On the silver of thy hair.
But I hold thy hand in mine,
And the star of love will shine

In the darkness, till the time
When we reach the Happy Clime,
And we again are young.

LITERARY.

THE ELEMENTS OF DRAWING, in Three Letters to Beginners, by John Ruskin, M.A., with illustrations drawn by the author. New York: Bangs Brother & Co.

Messrs. Bangs do well to import this book, and sell it at a price which is so small that all American art-students, male and female, young and old, can have the benefit of the teachings of the apostle of the high art of painting.

24/10

These Three Letters of Mr. Ruskin are—1. On First Practice; 2. Sketching from Nature; 3. On Color and Composition; with an Appendix on things to be studied. There is much that is dictatorial in the rules laid down by this gentleman, Art died with Turner, and that Ruskin is the prophet of its resurrection. But this same dictatorship is all the better for the students for whom the book is especially intended. In illustrating some directions by an extract from one of Albert Durer's wood-cut drawings, of which he gives a copy, he says: "If you have not time to draw thus carefully, do not draw at all—you are merely wasting your work, and spoiling your taste." This edition of the work is especially valuable for the wood-cut illustrations, which Mr. Ruskin has carefully drawn and superintended. The earlier impressions possess all the characteristics of Durer and others whom he has copied, and are especially valuable on this account. The book is a very thorough system of lessons, containing the most minute instructions to beginners; and coming from one who, notwithstanding his peculiar mania, is unquestionably as well fitted to give instruction as any living man, it demands a place immediately in all schools and public institutions where drawing and painting are taught.

MONOTONISM: ITS LEADERS AND DESIGNS, by John Hyde, Jun., formerly a Mormon Elder, etc. New York: W. P. Putridge & Co.

If the people of the United States do not become well acquainted with their troublesome neighbors in Utah, it will not be for want of books about them. The present volume professes to be, and probably is, a true account of society and religion as it exists among the Mormons. It deals in names and personal histories; and if the Mormons believe in their suits, it would afford tolerably good ground for some scores of actions by men and women whose acts and motives are abundantly abused. Any one interested in knowing who and what are the chief men, who their wives, how they came to marry, and who have wanted to marry such men as Brigham the Great himself, but have been rejected by him on the ground that his family is large enough—in short, any one inclined to hear the gossip of the Salt Lake City, will find it here.

A HISTORY OF ROME, from the Earliest Times to the Establishment of the Empire; with Chapters on the History of Literature and Art, by Henry G. Liddell, D.D., illustrated. New York: Harper & Brothers.

D.

Oh my dear I feel very ~~quies~~ queer

The roses red

The violet blue

The pink is pretty

